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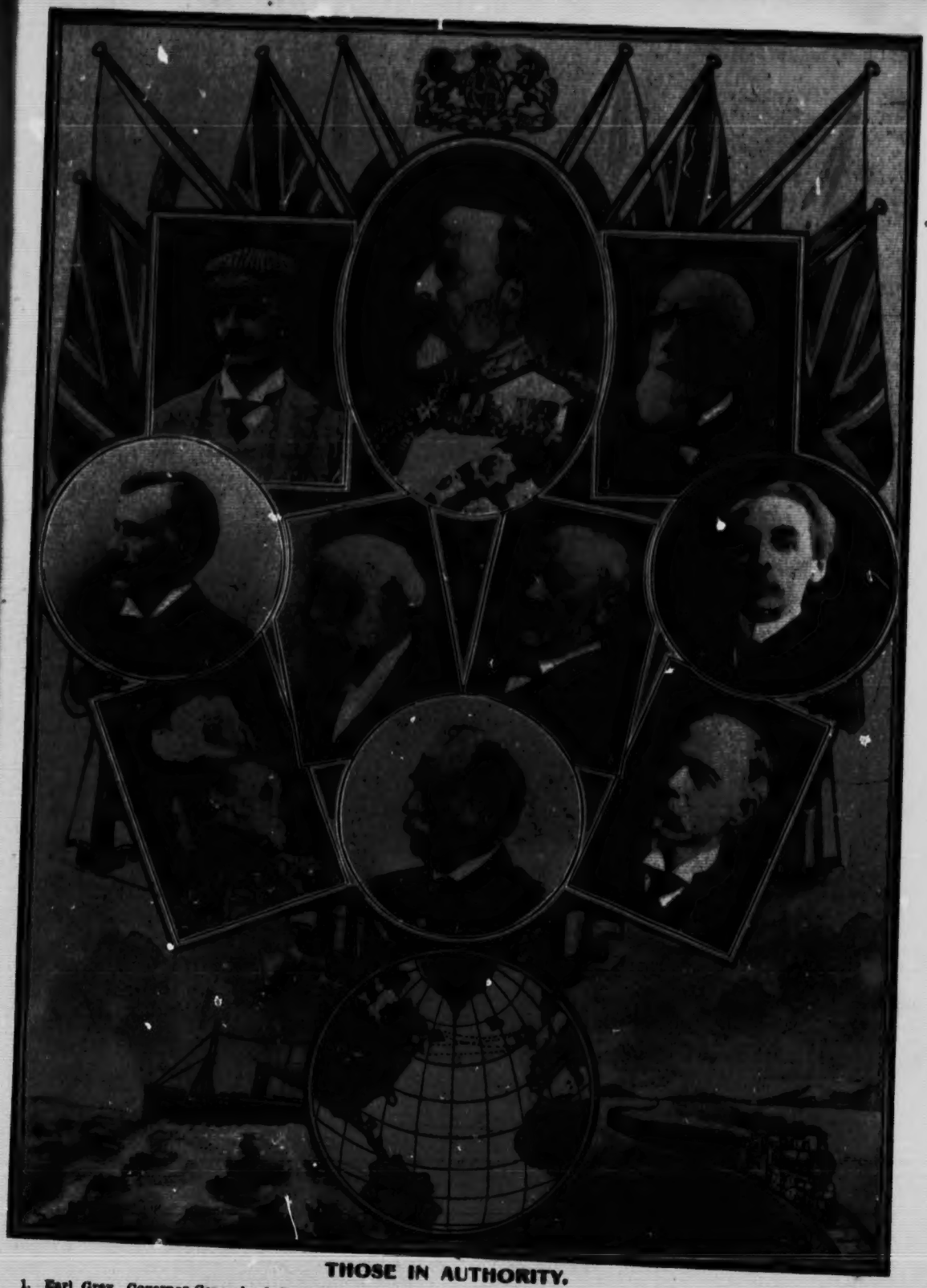
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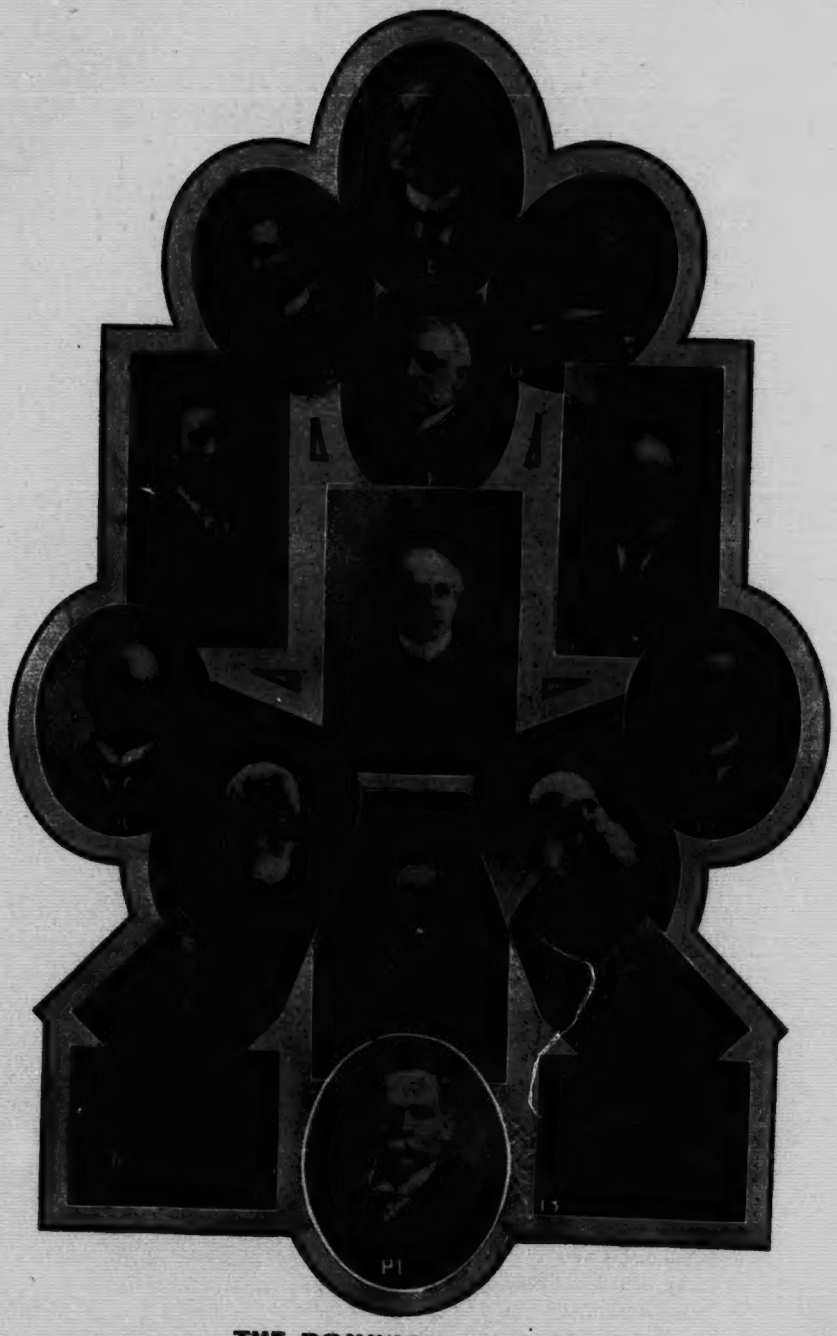




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CONTENTS

		Page
Chapter I	—The Story of Canada	9
Chapter II	—The Dominion of Canada: Area, Physical Features and Form of Government of the Country	23
Chapter III	—New Canada: Something about the Dominion's Vast Northern Preserves, now on the point of being opened up for Settlement and Commerce.	35
Chapter IV	—Canada's Climate: A Subject about which an Amazing Amount of Misconception Exists	41
Chapter V	—Canada's Forest Wealth and Lumbering Industry	47
Chapter VI	—Agricultural Wealth of the Empire's Granary	51
Chapter VII	—Canadian Transportation Facilities and Foreign Trade	57
Chapter VIII	—A Preference Without Sacrifice: The Question of Imperial Preferential Trade as viewed from the Canadian Manufacturers' Standpoint	71
Chapter IX	—Canada's Commercial Metropolis	77
	The Port of Montreal	92
	Montreal the Financial Centre of the Dominion	97
	The Montreal Stock Exchange	99
Chapter X	—Canada's Maritime Interests: What the Canadian Department of Marine and Fisheries has Done and is Doing to Foster Them	169
Chapter XI	—Quebec, the Ancient Capital	185
	Sherbrooke, Que., the Commercial Centre of the Eastern Townships	208
	St. Hyacinthe, Que., one of the most Beautiful and Prosperous Cities in Canada	215
	The City of Three Rivers, an important Commercial Centre, situated midway between Montreal and Quebec	221
	St. Johns, Que., an Ideal Manufacturing Centre near Montreal	227
Chapter XII	—Ontario, the Banner Province of the Dominion	231
Chapter XIII	—Ottawa, the Capital of Canada	249
	Hamilton, Ont., the Birmingham of Canada	265
	Brantford, Ontario	269
	Galt, Ontario	270
	Owen Sound, Ontario	271
	Meaford, Ontario	274
	Wiarton, Ontario	275
	Orillia, Ontario	275
	Collingwood, Ontario	276
	Waterloo, Ontario	276
	Sault Ste. Marie, Ontario	278
	Berlin, Ontario	280
	Pembroke, Ontario	281
	Parry Sound, Ontario	284
	Peterborough, Ontario	286
	The City of Belleville	289
	Guelph, Ontario	291
	Brockville, Ontario	293
	Cornwall, Ontario	295
	Kingston, Ontario	296
Chapter XIV	—St. Henri de Montreal	297

PREFACE

OF the many great conventions and meetings which have been held in Canada during the past fifty years, none have possessed greater importance in themselves, none promise to be as directly beneficial to Canada, as the Fifth Congress of the Chambers of Commerce of the British Empire, which met in Montreal in August, 1903.

Apart altogether from the great importance attaching to the sessions of the Congress where the master minds of commerce of a world-wide commercial empire met together to discuss, face to face and heart to heart, questions of vast interest, questions upon the satisfactory solution of which, under Divine Providence, will depend the future prosperity and happiness of the Empire, it is only reasonable to hope that the visit of so many of the most eminent men of commerce and capital from all parts of the Empire to Canada will serve to powerfully attract the attention of the British race to the vast preserve which is so rapidly proceeding to make good her claim to the title of "The Empire's Granary."

Many of the most eminent of the delegates from the dear Home Land, from India, from Australia, from South Africa, from New Zealand and other parts of the Empire have already availed themselves of opportunities to express their astonishment at the vastness of the undeveloped natural resources of the Dominion, and their high appreciation of the rare attractions Canada possesses for the emigrant and the capitalist. Each and every one of the delegates to the Congress, all men of acknowledged local influence, educated and impressed as they have been by the trips through this country, will help to attract capital and immigration to Canada. And it is capital and immigration alone that Canada needs to enable her to take advantage of the inexhaustible natural resources bestowed upon her.

The capital and the population which will be attracted in this way to Canada, moreover, will be British, a consideration of patriotic and Imperial importance, in view of the increase of foreign immigration into Canada and of the influx of foreign capital.

Several of the delegates, impressed with the fact that they had seen and heard so much during their visit to Canada, expressed the wish that they might possess in some enduring and convenient form some general description of the principal points visited, and a reliable record of the main commercial facts brought to their attention.

It was in compliance with this suggestion and similar requests from other delegates that the publication of "The Book of Canada" was determined upon.

In preparation of the various chapters, numerous blue books of the Dominion Government, sessional papers of the Dominion Parliament and the various Provincial Legislatures, have been consulted and quoted. So has the Statistical Year Book. Much valuable information has been drawn and various extracts made from the splendid little library of literature on Canada and its industries prepared under the direction of the Hon. Sydney Fisher, Minister of Agriculture, for free distribution at the Louisiana Purchase Exposition at St. Louis in 1904. In particular, use has been made of the very comprehensive book, "Canada: its History, Productions, and Natural Resources," prepared by George Johnson, D.C.L., F.R.S. (Hon.); "The Forest Wealth of Canada," by the same author; "The Fish and Game of Canada," Anonymous; "Economic Minerals of Canada," by the Geological Survey Corps; "The Food Products of Canada," by W. W. Moore; "Fish Culture in Canada," by Robert Hamilton; "Agriculture in Canada," by Wm. Sanders, LL.D.

The exceptionally practical literature of the Immigration branch of the Department of the Interior has also been quite extensively and usefully drawn upon, particularly the "Geography of the Dominion of Canada," "Canada, the Granary of the World," "Ranching in the Canadian Northwest," "Western Canada," etc, etc.

Use has been made of considerable of the data obtained by the editor for the "Book of Montreal" and printed in that publication. Information has also been obtained from the "Hand Book of the Dominion of Canada," presented by the Canadian Committee of Arrangements to the Delegates of the Fifth Congress of Chambers of Commerce of the Empire.

A special effort has been made to make the chapter on "The Climate of Canada" as complete as possible. Among the large number of authorities on this subject consulted in addition to the Dominion Government reports of surveyors, explorers, etc., are the following: "The Climate of the United States and its Endemic Influences," by Samuel Forry, M.D., 1842; "The Sanative Influences of Climate," by Sir James Clark, Bart., M.D., F.R.S., London, 1841; "Climate, Weather, and Disease," by Dr. Alfred Haviland, M.R.C.S. (England), London, 1854; "The Climate, Productions, and Resources of Canada," by J. Beaufort Hurlbert, M.A., LL.D., Montreal, 1872; and "The Climate of Canada and its Relations to Life and Health," by Hon. Sir William H. Hingston, M.D., D.C.L., L.R.C.S.Edin., Montreal, 1884.

While thoroughly aware of certain imperfections in this volume, I feel that its publication just at this time and for the special purpose for which it was designed cannot fail to be of some practical value to the great and prosperous country which is its theme.

ERNEST J. CHAMBERS.

THE SENATE, OTTAWA.
May 24th, 1905.





CHAPTER I.

THERE is much to attract the attention of the philosophical as well as to excite the interest of the casual reader, in the story of Canada and the Canadian people.

Working out the destinies of a broad Dominion which stretches out over more than half the territory of the vast continent of North America, is a young, lusty and confident nation composed of two races, each section still possessing and firmly clinging to its own characteristics and its own fond ideals, but both combining to secure the advancement of their common country. Each race derives an ennobling impulse from the past, but both are disposed to look to the past less and less, except to derive therefrom a lesson of encouragement.

French Canadians are one with their fellow countrymen of British birth or extraction in their admiration for and devotion to British constitutional government. They had to fight to obtain it, and having secured the blessing, they value it all the more than if it had been had for the asking. The central provinces, which form as it were the heart of Canada, became a part of the British Empire by conquest; they remain so by the choice of their people.

In view of the now general acceptance of the authenticity and comparative reliability of the Norse Sagas—a result of the careful and systematic study and analysis of these ancient records of the peoples of northern Europe—Canadian history can fairly claim to antedate the famous voyage of Christopher Columbus, in the year 1492, by five centuries. Between the years 986 and 1000, Norsemen who had emigrated from Iceland to the west coast of Greenland, were driven by contrary gales to strange lands to the west and southwest. In the year 1000, Leif, son of that Eric the Red, who had settled in Greenland after being banished from Iceland for manslaughter, started out from the Greenland colony on a voyage of discovery in the direction of the new lands reported to exist to the southwest. He explored the shores of Labrador, Newfoundland, and Nova-Scotia, calling the last named land Vinland on account of the grapes found there. After wintering in Nova-Scotia, he returned to Greenland with a cargo of timber, thus inaugurating a trade which continued for several years. The complete isolation of the Norse people from the rest of Europe, a condition it is almost impossible to appreciate in these days of popular education, international law, and steam and electric communication, accounts for the fact that the rest of Europe was kept unaware that the hardy Norsemen had opened up communication with unknown lands across the Atlantic.

The famous expeditions of Christopher Columbus being under the direct auspices of the court of the most powerful maritime power of the time, reports of the

exploits of the Genoese navigator were soon carried to all the courts of Europe and disseminated amongst the people of the civilized world. Naturally the prevailing spirit of the adventurous was powerfully appealed to. Many projects of discovery and exploration were projected, some of which were executed with lasting results. The two Cabots, John and Sebastian, father and son, prevailed upon Henry VII of England to commission them for a voyage of discovery to the New World in 1497, four years after Columbus returned from his first Trans-Atlantic voyage. This first English expedition to the New World steered a more northerly course than that followed by the Spanish ships, and land was reached at either the Island of Cape Breton, or Prince Edward Island, June 24 of the year named, which was the year before Columbus reached the mainland of America. A considerable stretch of the shores of the peninsular of Nova-Scotia was explored before the expedition returned to the shores of Old England. Vinland was thus re-discovered. The reader of history is familiar with the fact that the first Trans-Atlantic voyages of discovery under the auspices of the commercial powers of Europe were inspired by the desire to find a direct western route to the far-east, or "the Indies," as the ancient Asiatic countries were designated in those days, rather than by the hope of discovering some undreamt of, and uncovetted regions. The following year the younger Cabot, again under the patronage of the English sovereign, once more crossed the Atlantic, steering a still more northerly course than before in the hope of finding the coveted western passage to the golden Indies, and made his way well westward into Hudson Straits, before being compelled by the masses of ice encountered, to abandon his courageou.. attempt. Thus it happened that since the days of the Norse adventurers the first European flag to be displayed to the east and to the north of the present Dominion of Canada was that of England. But England had no ambition in the direction of colonial expansion in those days. Colonists were not sent out in the wake of her explorers. A direct ocean route whereby trade might be conducted with the fabulously rich nations of the far east, would unquestionably be of value to the kingdom. But Merrie England was good enough and large enough for all the English at the end of the fifteenth century.

In the year 1500, Gaspard Cortereal, a Portuguese, followed the route taken by Sebastian Cabot in his last voyage as far as entrance to the Hudson Straits, whence, turning southward, he casually explored the coasts of Labrador, Newfoundland and Nova-Scotia. as far as the Bay of Fundy. In 1506 the French navigator Denys explored the Gulf of St. Lawrence, and numerous hardy fishermen from the west of England, as well as Bretons, Normans and Basques began to frequent the prolific fishing grounds of the Banks of Newfoundland and the Gulf of St. Lawrence.

Although France had been singularly backward in the earliest stages of American exploration, it was left to that power to make the first attempt at settlement in the country which is now Canada. In 1518 Baron de Levy, a titled Frenchman, fitted out a colonizing expedition, but it came to nothing. In 1524, Francis I of France, envious of the gold and silver producing colonies of Spain and Portugal in Central and South America, despatched Verrazano, a Florentine navigator, to North America to take possession of a portion of the country in the name of the King of France. The expedition reached land at Florida, and sailing northward up the coast as far as 50 degrees north latitude (the northern shore of the Gulf of St. Lawrence), he nominally took possession of the whole country previously discovered and explored by the Cabots, in the name of the French king, calling the region "New France". This annexation by France, and the subsequent attempts at settlement by that power of the vast territory claimed by the English by right of priority of discovery, was naturally resented by the last-named power, and this resentment was not appeased until the last vestige of French authority had been expelled from the northern half of the Continent.

One of the many periods of internal disorder and foreign warfare which disfigure the pages of French national history, intervened to prevent further efforts being made in the direction of exploration for many years.

April 20, 1534, Jacques-Cartier, an intrepid navigator of St. Malo, under special commission of King Francis, set sail for New France with two small vessels of about sixty tons each. Cartier explored the coasts of Labrador and Newfoundland, crossed the Gulf of St. Lawrence, entered and named the Baie des Chaleurs, and erecting a cross bearing the fleurs-de-lys on the headland of Gaspe, took possession of the country in the name of his patron. Later Cartier sailed up the Gulf of St. Lawrence until he could see land on either side, and then retraced his way to France. The following year, in command of three fine ships, he returned, intent upon exploring a great river which he had been informed flowed into the Gulf which he had explored upon the occasion of his first voyage, and commissioned by King Francis to "form settlements in the country and open traffic with the Northern tribes". Jacques Cartier this year ascended the St. Lawrence as far as the populous Indian town of Hochelaga, situated near the site of the present commercial metropolis of Canada, the city of Montreal. The explorers were received in a most friendly spirit by the natives, whom they found traded wit.. other dusky nations located many, many miles in the interior. Having ascertained that to the west and south was an immense country containing mighty rivers, great inland seas, vast forests and even vaster fertile plains, Jacques Cartier, descended the St. Lawrence again as far as the Indian village of Stadacona, near the site of the present City of Quebec, and wintered at the junction of the St. Charles

General View of the Fifth Congress of the Chambers of Commerce of the British Empire,
Held in Montreal August, 1909, showing the Right Honourable Lord Brassey (midway left hand side) as Chairman of the Convention,
Lord Strathcona seated at his immediate right hand.

(Engraved for "The Book of Canada.")

and the St. Lawrence. The following spring the expedition returned to France.

In 1540 Jacques Cartier returned to the St. Lawrence. Previous to his sailing, a scheme of colonising New France had been elaborated by the King, and a colonial government organised with the Sieur de Roberval as its head with the title of "Lieutenant General and Viceroy". Jacques Cartier was commissioned as "Captain General and Master Pilot", and with the first portion of the expedition spent the winter near Stadacona. As had happened upon the occasion of the previous winter passed in the country, Cartier's party was attacked by a most virulent type of scurvy, and in the spring they gladly set sail again for France. On the voyage, Cartier passed near Newfoundland the ships bearing the other section of the expedition under the personal command of Roberval, who endeavoured to form a settlement at Cap Rouge, about ten miles above Quebec, where hardships similar to those endured by Cartier's party were encountered. In 1543 Jacques Cartier again arrived in the St. Lawrence, this time with the orders for Roberval's return. He once more wintered in the country, and in the spring of 1544 sailed again for France, the earliest of the popular heroes of French Canada thus disappearing from the scene.

Apart from an ill-devised attempt to establish a penal settlement upon Sable Island, off the coast of Nova-Scotia, in 1598, France made no further effort to establish colonies in North America for over half a century. The year 1603 saw the despatch from France of an expedition under Pontgrave and Samuel de Champlain, which accomplished a certain amount of exploring and returned with a cargo of furs. In 1605, Champlain, who was a skillfull sailor and soldier, returned to North America with the expedition of the Sieur de Monts, who had been named viceroy of Acadie, now known as the Province of Nova-Scotia. This expedition resulted in the founding of Port Royal, now known as Annapolis Royal, Nova-Scotia.

This was the first actual European settlement within the limits of the present Dominion of Canada, and the first field of wheat grown by white men within the same limits was sown the year of the colony's establishment.

French sovereignty was to have but a chequered existence in Nova-Scotia, and in 1613 Port Royal was captured by an English expedition under Argall. It was soon afterwards abandoned, but between the date named and 1710, when the French colors were lowered at Port Royal for the last time by Nicholson, the place was captured by the British four times, namely in 1621 by Kirke, in 1654 by Sedgwick, in 1690 by Phipps and in 1710 by Nicholson.

In 1621 King James I of England made a grant of "the Province of Nova-Scotia", which included Nova-Scotia, New-Brunswick, Prince Edward Island, and a part of the State of Maine, to Sir W. Alexander, and the following year the first English settlement in the province took place.

The treaties of St. Germain in 1632, of Breda in 1667 and of Ryswick in 1697 restored the colony to France. The feeling in the English mind that Acadia rightly belonged to England by right of discovery, the proximity of the New England colonies, the naval supremacy of Britain, and the exposure of the country to naval attack, combined to make the grip of France upon the colony insecure, and the Treaty of Utrecht in 1713 ceded Acadia to Britain. The British flag has thus flown over this part of Canada since 1710, or for exactly half a century longer than it has over the rest of New France. At this time the Island of Cape Breton was not considered a part of Nova-Scotia, and was in fact not annexed to that colony until after the signing of the Treaty of Paris in 1763. Shortly afterwards it was erected into a separate province, governed by a council, but in 1820 was reannexed to Nova-Scotia, of which it still remains a part. In 1720 Fort Louisburg was built upon this island. It was intended as the Atlantic seaport of New France, and to check further British encroachments upon the territory of New France. In 1745 the fort was captured by the British, but in 1748 restored to the French in exchange for Madras. In 1758, the year the first legislature of Nova-Scotia met, the fort was finally captured by the British and destroyed.

Meantime effective, if, in one sense, harsh means had been taken to anglicize the rest of Acadia. In 1749 the City of Halifax was founded and 2,544 British colonists brought out to populate it. In 1755 some 6,000 of the Acadians, or old French population, were expelled and deported at the request of the New England colonists. These unfortunate people, whose misfortunes have been embalmed in Longfellow's masterpiece "Evangeline," had repeatedly refused to take the oath of allegiance to the English crown, although the territory occupied by them had been ceded to England; and the French sovereign, to whom they professed to owe allegiance, really had no rights in Acadia. It is consoling to the British sense of justice to reflect that the authorities, in vain, extended the time for the Acadians to swear allegiance before adopting the extreme measures referred to.

The assembling of the first elective assembly of Nova-Scotia at Halifax, Oct. 7, 1758 signalizes the inauguration of that peculiarly British institution—responsible parliamentary government—within the territory now comprised within the limits of the Dominion of Canada. This first legislative body to meet on Canadian soil consisted of twenty-two members, and demonstrated its capacity from its very inception. During the last three decades of the eighteenth century there was a large Scottish immigration into Nova-Scotia, and following the Revolution in the New England colonies, the population of the colony received large accessions to its population from the United Empire Loyalists.



The Right Honorable Lord Brassey.

London, England.

President of the Fifth Congress of the Chambers of Commerce of the British Empire.

To the Editor:

Dear Sir,—I can hardly put my impressions of Canada better than in my address at the Congress of the Chambers of Commerce of the Empire, held in Montreal in August, 1903.

I think Canada is a glorious country, ample and varied in resources, and with a population ready to face all difficulties, and to overcome them.

Canada has gifted statesmen, skilful farmers, men of enterprise, men of business, men skilled in all the arts of production; nor let me forget the thousands of hardy fishermen. Canada's daughters are fair and charming.

For such a country I anticipate a future of perpetual progress, socially, morally, politically, commercially.

Yours very faithfully,

BRASSEY.

Nova-Scotia became a Province of the Dominion of Canada at the date of Confederation, July 1st, 1867.

But the Province of Nova-Scotia, as it entered Confederation, and as it at present exists, does not include half of the territory of the district called Acadia in the old French days. In the early days there was not much attempt to define the boundaries of the various colonial possessions now included within the Dominion of Canada. As a matter of fact the whole vast region was imperfectly explored, even along the coasts. Just as there never were properly settled boundaries to what the French called New France, so was there a complete absence of any attempt to define the limits of the vast districts designated respectively as Canada and La Cadie or Acadia. When the older French colonial officials used the term Canada, which was derived from the word "Canata" (a collection of wigwams), used by the Indian tribes along the St. Lawrence in describing the country to Jacques Cartier, they usually meant that part of New France which was contiguous to the River and Gulf of St. Lawrence, and the great lakes. When the term "Acadie" was used it was understood to apply to the Nova-Scotia peninsula and the adjacent mainland, including practically the whole of the present Province of New Brunswick; and also to the islands of Cape Breton and Prince Edward Island.

The first French settlements were made in what is now the Province of New Brunswick in 1604, at about the same time as the first settlements in Nova-Scotia. It will be recalled that Acadia was ceded to Britain by the treaty of Utrecht in 1713, and the British, under the treaty, claimed possession of New Brunswick, but this was disputed by the French, and the question remained in abeyance until 1763 when "Canada," as well as New Brunswick, were definitely ceded to the British Crown.

The population of New Brunswick was very sparse at the time of the conquest of "Canada," and in 1783, after receiving considerable accessions to its strength from the fugitive United Empire Loyalists from Rhode Island, Massachusetts and Pennsylvania, it only amounted to 2,000 persons. Being at first considered a portion of Nova-Scotia by the British government the people of New Brunswick elected representatives to the first provincial parliament which sat at Halifax in 1758, and members from New Brunswick continued to sit as members of the Nova-Scotia assembly until 1784, when New Brunswick was created a province of itself. United Empire Loyalists were flocking into the country about that time, and in 1785 the City of St. John was incorporated by Royal Charter. The newly created legislative assembly of New Brunswick held two sessions in St. John, but in 1788 Fredericton was selected as the provincial capital owing to the supposed exposed position of St. John in the event of hostile invasion.

New Brunswick became part of the Dominion of Canada at Confederation, July 1st 1867.

Up to the time of this momentous event, the governments of the Maritime Provinces were absolutely distinct from those of the rest of Canada. In fact the term "Canada" used in conversation, official correspondence, and historical records, was not understood to apply to the present Maritime Provinces any more than it did to the old English colonies of Massachusetts or Connecticut, and so it happens that British rule in the Dominion of Canada is, popularly but erroneously, supposed to date from the Capitulation of Montreal, September 8, 1760.

It has already been shown how the British claimed rightful possession of Acadia by virtue of the Cabot's discovery in 1497, how that power was confirmed in its government by the Treaty of Utrecht, in 1713, how the British flag has floated over the two principal maritime provinces ever since, and how parliamentary government was established in Nova-Scotia and New Brunswick, then an united province or colony in 1758, a year before the Battle of the Plains of Abraham, and two years before the capitulation of Montreal and the surrender of the Canada of New France by the last French Governor.

And New Brunswick and Nova-Scotia were not the only portions of the territory of the present Dominion of Canada over which the British flag held undisputed sway for many years before the last of the lily-emblazoned flags of France in the valley of the St. Lawrence was replaced by the Union Jack. English trading posts had been established on Hudson Bay and Straits, and English trading influences felt throughout a considerable portion of the new Dominion's Northwest and Northeast territories within forty years of the founding of Ville Marie (now Montreal) by de Maisonneuve. A keen conflict was for a number of years maintained between the French and the English for the possession of these remote territories, and the trading forts successively changed hands as fortune happened to favour the one or the other.

It has already been related how the British expedition under Sebastian Cabot in 1517 discovered Hudson Strait. In 1576, 1577 and 1578 Martin Frobisher made his voyages of discovery to the Arctic regions of Canada. In 1585 John Davis discovered Davis Straits, and the two following years visited the seas to the North of Canada. In 1610 Henry Hudson, in command of another English expedition, discovered and explored Hudson Bay and James Bay, and wintered on the shores of the latter. Hudson, being deserted there by his mutinous crew, another English expedition under Captain Thomas Britton proceeded to James Bay in 1612 to effect his relief, but failed. In 1631, two distinct English expeditions, one under Captain Fox, the other under Captain James, both, as had been the case with Hudson, despatched in quest of a north-west passage to the Far East, explored both Hudson Bay and James Bay. In 1670, King Charles II., of England, granted to Prince Rupert the charter to trade in and about Hudson Bay and Straits, in virtue of which the Hudson Bay Company was organized. A governor and establishment were sent out from England, and two

forts or trading posts established. The main object of the company was to engage in the fur trade, but its charter authorised it to conduct explorations. In 1672 the Jesuit priest, Father Albanel, inspired by that zeal for the spread of the Gospel of Christ among the heathen Indians, which led so many devoted French priests in that brave era throughout daring trips of exploration, and in many cases, alas! to glorious martyrdom, performed the feat of making the passage overland from Montreal to Hudson Bay, and took formal possession of the land in the name of the King of France, although the English had already established themselves there. If the officials of the Hudson Bay Company heard of the good priest's visit and patriotic act, it does not appear to have concerned them, for by the year 1686 the company had no less than five trading posts in operation round the shores of Hudson and James Bay. These were designated the Albany, the Moose, the Rupert, the Nelson and the Seven Factories. In the year last-named one of these English posts was overwhelmed with disaster. The activity of the English traders in the then far north-west was interfering with the fur trade of the St. Lawrence, and an expedition under Pierre Le Moyne, Sieur d'Iberville, was organised in New France to proceed to Hudson Bay and destroy Moose Factory. The commission was thoroughly executed, and, in subsequent expeditions, between 1686 and 1697, d'Iberville captured five more posts of the company, and destroyed many of its vessels; but the Hudson Bay Company was not destroyed nor deterred from its purpose. In 1697 d'Iberville returned to France, and under the treaty of Ryswick, passed that year, there was a mutual restoration of places taken during the war. By the treaty of Utrecht, 1713,



Main Building, Dominion Parliament, Ottawa.

Hudson Bay, and adjacent territory was definitely and finally ceded to Britain, fifty-seven years before the Laurentian region of New France.

There was destined to be many years' dispute as to exactly what comprised the Hudson Bay Territory, or Prince Rupert's Land. The original charter comprised the country drained into Hudson Bay and Hudson Straits, but the company's voyagers and trappers travelled over great areas to the west and south of those limits, and established forts or trading posts therein. Rival English fur traders disputed the mon-

opoly of the company even to the coast trade of Hudson and James Bays, but the company generally succeeded in driving them out and destroying their establishments. The French too, with their wonderful genius for inland discovery, penetrated from the distant St. Lawrence settlements to the great prairie region to the south and west of Hudson Bay. In 1732, two Montreal traders, de la Verandrye and du Luth (after whom the city of Duluth is named), built a fort on the Lake of the Woods, and before the conquest of New France was completed, enterprising French pioneers had established trading posts on Lake Winnipeg, Lake Manitoba, Cedar Lake, and on the Saskatchewan.

For a time after the conquest, the French fur traders appear to have practically withdrawn from the vast region west of the great lakes, and the Hudson Bay Company enjoyed full possession of the far western fur trade. Then rival concerns returned to the big company's sphere of operations. The most important of these was the North-west Company, organized on a co-operative system at Montreal, in 1783. Its promoters were Scotch and French, and as it was a Canadian company and operated over the same route as the former fur trade of New France, it attracted to its support the hardy voyagers and *coureurs des bois* who had diverted so large a share of the western fur trade to the St. Lawrence route during the French regime. To them the Hudson Bay Company was an hereditary enemy, and they entered upon the work of opposition with great zest. Rivalry of the keenest kind prevailed between the two companies, and pitched battles and bloodshed were the result. The Hudson Bay Company claimed the whole of the present north-west, including Manitoba, by reason of its charter and alleged prior occupation. The North-west Company, as a Canadian concern, on the other hand, claimed the right to trade in the prairie region, on the ground that it had not only been discovered by parties sent out from Canada during the French regime, but had, up to the time of the conquest, been occupied by Canadian traders or their agents, and was consequently a part of the Canada of New France which was ceded to Britain by the Capitulation of Montreal, and not rightly a part of the Hudson Bay Territory.

In 1811 and 1812 the Earl of Selkirk, having acquired a controlling interest in the Hudson Bay Company, decided to form a settlement, and sent a number of settlers out from Scotland to locate upon lands on the Red River. This was the first serious attempt at settlement in what is now the great province of Manitoba. The North-west Company, whose employees up to this time had practically monopolized the trade of the Red River Valley, soon came into violent conflict with this settlement, and determined and dastardly measures were resorted to to accomplish the destruction of the settlements. Attempts to starve the settlers out by seizing their supplies en route from Hudson Bay failed, and so did efforts to arouse the Indians to accomplish the destruction of the settlement, and other efforts to bribe the settlers from their allegiance to the Hudson Bay Company. At length a party of North-west Company men entered Fort Douglas, the headquarters of the settlement, and carried off their guns and means of defence. This caused somewhat of a stampede among the settlers, and the raid upon the fort being in course of time succeeded by the arrest and transportation to Montreal of the Governor of the settlement, Miles Macdonell, the settlement was abandoned in June 1815, the year of Waterloo. Later in the same year, the main party of the settlers, reenforced by some new arrivals from Scotland, returned to the destroyed settlement and rebuilt their homes, fort and mill. The half-breed adherents of the North-west Company, who had been directly responsible for the previous disaster, again showing a disposition to create trouble, the Selkirk colonists suddenly fell upon the stronghold of the half-breeds, recovered their artillery and other arms captured at the time of the raid upon the colony, and took their leader, Cameron, prisoner, releasing him, however, on the promise of good behaviour. June 19, 1816, the colony was again surprised and raided by the North-west Company's half-breeds. Twenty-one of the Hudson Bay Company officials and adherents were killed and one wounded in this affair. Again the afflicted colonists were forced to take shelter in the Hudson Bay forts to the north.

Meantime Lord Selkirk had arrived in Canada to endeavour to secure protection for his colony, but failed signally until he personally organized a military force. Upon the conclusion of the war of 1812—1814 with the United States, two Swiss auxiliary regiments in the British service, the De Meuron and the Watteville regiments, were disbanded in Canada, and Selkirk engaged one hundred of their officers and men, clothed and armed them at his own expense, and with thirty canoe men started out via the great lakes for his settlement. It was June, 1817, before the expedition reached the site of the settlement, and the refugee settlers were recalled from Norway House on Lake Winnipeg. The Red River colony was re-established, but for many years longer had a painfully chequered existence.

The troubles in the great North-west became a subject of discussion in the British House of Commons and of Parliamentary investigation, and finally, by parliamentary mediation, an union of the interests of the Hudson Bay Company and the North-west Company was accomplished March 26, 1821, the united company taking the name of the Hudson Bay Company. The Government of the vast region now known as Manitoba and the North-west was vested in the company, whose officers were commissioned as justices of the peace. A special clause in the license granted to the reconstructed company prohibited any interference with colonization.

The troubles of the Selkirk settlers were not yet over. From ignorance of the country the settlement nearly suffered extermination from floods and famines.

In 1835 the Hudson Bay Company purchased the rights of the Selkirk family to the Red River Colony, and a sort of government was set up by the company with a council (Council of Assiniboia) comprised of its servants. The colonists had no voice in the selec-

tion of the members, and the Company's governor and his council made the laws, interpreted them, and enforced them. Before many years the British genius for representative government asserted itself, and the British and Canadian parliaments were petitioned by the settlers to make them equal participators in the



St. John, New Brunswick.

rights and liberties enjoyed by British subjects elsewhere. In 1857 this matter was discussed in the Canadian as well as the British Parliaments, and the question of joining "Rupert's Land" and "the North-west Territory" to Canada made such progress that provision was made in the British North America Act anticipating the admission of the territory into Confederation. At the very first session of the Dominion Parliament the project took definite shape, a series of resolutions was passed favouring the admission of the territories ruled by the Hudson Bay Company into Confederation. The Imperial Government having expressed its approval, negotiations were entered into with the company, and in 1869, a formal deed of surrender of the territories was executed, the Dominion Government agreeing to pay 300,000 pounds sterling to the company for the relinquishments of its monopoly and rights in the territory, the company retaining its trading posts and one-twentieth of all the lands in the fertile belt. And so this vast territory, covering some 2,300,000 square miles became a part of the Dominion of Canada.

The transfer of the country was marked by the uprising of 1869, due chiefly to the objection of the French half-breeds, who were generally hunters, to the anticipated opening of the country to settlement; but due in some measure to intrigue by Fenian agitators and by citizens of the United States, who were desirous of seeing the Hudson Bay Territory added to the Republic. The Red River expeditions under Col. (now Lord) Wolseley, in 1870, effectively put a period to the uprising, and in 1870 the Red River settlement and adjacent territory was formed into the Province of Manitoba, the first legislature being elected the following January. Shortly afterwards an Executive Council was named to assist the Lieut.-Governor of Manitoba in administering the affairs of the territories beyond the limits of the new province.

In 1876, by special act of the Dominion Parliament, a separate government was provided for the territories, but the council remained appointive. In 1883 the first step towards parliamentary government was made, part of the North-west Council being made elective, and in 1885 the territories were granted representation in the Dominion Senate and House of Commons. In 1888 the old North-west Council was abolished by the Dominion Parliament, and a purely elective assembly of twenty-two elective members set up. This assembly met at Regina, and four districts or territories created May 17, 1882, elected members thereto, namely, Assiniboia, Saskatchewan, Alberta and Athabasca.



C.P.R. Station, Vancouver, British Columbia.

St. John and Vancouver, 3,400 miles apart, are connected with one continuous Railway System.

In addition to those four districts there are six other districts, not yet admitted to the full status of provinces, namely Keewatin, created a district April 12, 1876, Mackenzie, Ungava and Franklin, all created districts October 2, 1895, and Yukon, created a separate "territory," June 13, 1898. The boundaries of Ungava, Keewatin, Franklin, Mackenzie and Yukon were changed by Order in Council, Dec. 18, 1897.

At the moment of going to press (March, 1905) a Bill is before the Dominion Parliament providing for the creation of two new provinces to be called "Alberta" and "Saskatchewan," out of the North-West Territories.

So much for the history of those vast portions of the Dominion of Canada, east, north and west, which were already in whole or part within the sphere of British influence at the time of the disappearance of French rule from the Laurentian valley in 1760.

It is largely due to the fact that in the past by the term Canada was usually meant the region which was originally under the influence of the old French settlements along the St. Lawrence, the great lakes and their tributaries, that the knowledge of Canadian history is so often confined to the events which have transpired in that part of the Dominion. Moreover it is there that the most populous colonies have developed, there that the mainspring of Canadian enterprise has been located, there that the most stirring events of Canada's career have transpired.

In the case of New France it was not a matter of trade following the flag so much as that of trade showing the way to the flag. Early French participation in the fisheries of Newfoundland and the Gulf of St. Lawrence unquestionably led to the voyages of Jacques Cartier. The original settlements in Acadia and along the St. Lawrence owed their origin to the enterprise of French fur traders. Even during the half century of domestic turmoil and foreign wars in France preceeding the accession to the Throne of Henry IV., when all idea of Canadian exploration and settlement appears to have been abandoned, a few trading posts were maintained along the banks of the St. Lawrence.

The founding of Quebec, near the site of old Stadacona, by Samuel de Champlain in 1608, marks the opening of an era in the history of Canada. Champlain was serving in the capacity of the chartered trading company of M. de Monts, one of the three or four great French Huguenot merchants whose names loom up conspicuously in the early history of French Canada. In 1612 de Monts retired from the headship of the company for business reasons, and at Champlain's solicitations a Viceroy of New France was appointed in the person of the Prince Henri de Conde, Champlain being appointed his lieutenant. The colony being nominally a Crown one, and the monopolistic provisions of the trading company's charter curtailed, the colony was without much material support, the Court of France being too much occupied with domestic intrigues and international and religious entanglements to render any direct support. The infant colony was threatened with starvation until Champlain succeeded in securing another charter, which possessed privileges sufficiently attractive to lead to the organization of a new and strong company.

Champlain was a zealous Roman Catholic, and under his auspices there was introduced an active missionary campaign among the Indians. There thus became united with the fur trader in the exploration of the interior, the black-robed missionary. And noble and daring explorers were these men of God. Inspired with the zeal of the Apostles, and the heroism of the martyr, they ranged the trackless forests and boundless plains of the great north land, adding wonderfully to the geographical knowledge of the interior.

Courage and self-sacrifice were required on behalf of all concerned to maintain the little colony. Pestilence and famine, the prowling savage, and the treacherous courtier, combined to endanger the very existence of the colony; but the brave colonists, undaunted, worked out the salvation of themselves and of the colony. This heroic period of Canadian history has a peculiar fascination for the reader.

Although the population of the colony did not extend very rapidly during its earliest years, the geographical bounds of its commercial activity increased tremendously. Although the population of New France as compared with that of the English, Dutch and Spanish colonies along the Atlantic seaboard was insignificant, the hardy pioneers of the colony on the banks of the St. Lawrence pursued their explorations completely around, and well beyond the spheres of influence of all rival colonies. New France had the great advantage which Canada has to-day, of the greatest inland waterway in the world, and so it came that the Mississippi, the western prairies, and the distant Rocky Mountains were discovered and first explored by parties from this colony.

The first French colonists proved better explorers, boatmen, woodsmen and huntsmen, than farmers and settlers. The colony suffered terribly from the neglect of the home government and the incompetence or glaring rascality of most of the French officials. Much of the energy and brains of the colony were devoted to the most heroic kind of missionary work among the Indians, while occasional dissensions between the civil and ecclesiastical authorities tended to impede material progress. In 1663 the population was only 2,000, in 1721, 25,600, and at the cession of the colony to Great Britain, 65,000.

Wolfe won the victory of the Plains of Abraham, September 13, 1759; de Levis and de Vaudreuil capitulated to General Amherst at Montreal, surrendering the French armies and the whole of New France, September 8, 1760. The Treaty of Paris, signed Feb. 10, 1763, confirmed Britain in the possession of the colony.

The exact extent of the territory thus surrendered it is impossible to determine; but the French governors and traders of New France, by virtue of discovery, and the posession of certain trading posts, claimed jurisdiction over the territory comprised within the present provinces of Quebec and Ontario, as well as parts of Maine contiguous to the present frontier, the Lake Champlain and Lake George districts of Vermont and New York. a broad, lake belt of New York State, the State of Michigan, the Ohio Valley and the States of Illinois, Wisconsin and Dakota. The Montreal merchants during the halcyon days of the French regime practically monopolized the fur trade of the western regions named.

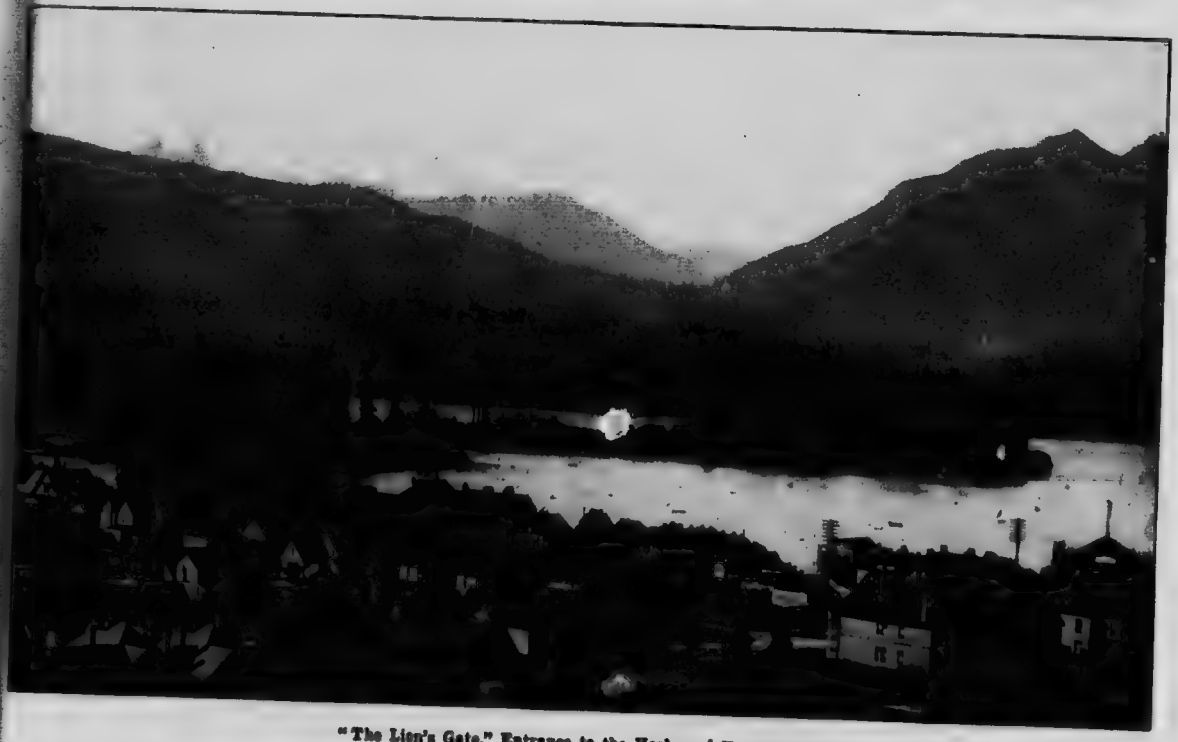
By proclamation of October 7, 1763, the central part of the conquered French possessions was created the "Province of Quebec." The boundaries were only indefinitely given, the western boundary being given as a line drawn from Lake Nipissing to Lake Champlain,

thus leaving a vast western area without any government.

An almost immediate effect of the transfer of flags and the removal of the constant danger of war, was a development of exceptional activity. An active lumber and shipbuilding trade sprung up and developed rapidly. The fur trade made rapid progress, and an influx of British settlers at the end of a few years caused an increased tillage of the soil.

Political troubles developed with the increase of commercial activity. It was scarcely to be expected that a perfect understanding would spontaneously develop between conquerors and conquered. Early in 1764, the old French laws, which had been temporarily retained by the officers of the army responsible for the first British administration of the colony, were replaced by English ones, and the injured feelings of the French speaking colonists broke out in open discontent. Meantime dissatisfaction was rapidly drifting on towards rebellion in the New England colonies. The whole patchwork fabric of British Colonies in North America, with the exception of Nova Scotia and the Hudson Bay Territory, appeared about ready to fall to pieces. All sorts of conciliatory measures; most of them most absurdly devised, were taken by the home authorities.

In the hope of conciliating the French Canadians the British Parliament in 1774 passed "the Quebec Act," which extended the boundaries of the Province of Quebec from Labrador to the Mississippi, and from the Ohio to the watershed of Hudson Bay, abolished Roman Catholic disability, confirmed the tithes to the Catholic clergy, but exempted Protestants from payment, re-established the French civil code and the seignorial tenure, confirmed the English criminal code, and vested authority in a governor and an appointed council. This act, while received with gratification by the French-Canadian seigneurs and clergy, greatly displeased the mass of the French-Canadian people, the English-speaking colonists in Canada, and the people of the older English colonies. The grievance was that the act unduly discriminated in favour of the Roman Catholic Church, and the French gentry in Canada.



"The Lion's Gate," Entrance to the Harbor of Vancouver, B.C.

While yet scarcely on the threshold of the big revolution, in 1775, the New England colonists despatched military expeditions under Generals Arnold and Montgomery to the Province of Quebec, hoping to profit by the dissatisfaction aroused by the Quebec Act, but the revolutionists rather overshot the mark, the expeditions reaching a common disaster beneath the frowning walls of Quebec, and their only enduring result being the consolidation of the allegiance of the French-Canadian clergy and gentry, and the antagonism of the minds of the ordinary Canadian people towards republicanism.

The treaty of Versailles, signed September 3, 1783, defined the boundary line between the Province of Quebec and the United States, namely a line drawn through the centre of the great lakes, the 45th parallel

of north latitude, the highlands dividing the waters falling into the Atlantic from those emptying themselves into the St. Lawrence and the Ste. Croix River. Thus by a stroke of the pen, and without the least apparent necessity, Canada was stripped of all of her territory south of the great lakes already described. Why the British diplomats at Paris ever consented to such a gratuitous sacrifice of Canadian territory has always been a mystery to Canadians. The recognition of the Independence of the United States was not a military necessity but was decided upon as a matter of political expediency. In spite of the surrender of the worn-down remnant of the so long victorious little army of Lord Cornwallis' at Yorktown, the British military situation in North America was by no means hopeless. Most of the strong military places in the colonies, including the metropolis, were in British hands, and British troops at Niagara, Detroit, Mackinaw, and other points, held undisputed possession of the greater part of the old Canadian territory south and west of the lakes, of which the province was stripped by treaty. Unfortunately, this was not the last time Canada was to see portions of her domain donated by treaty to her grasping neighbour.

After the signing of the treaty, the revolted colonies made no effort to carry out an essential part of the bargain by which they bound themselves to see justice done to the loyalists. Bespoiled of their property and persecuted, the United Empire Loyalists fled the country. Thousands returned to England, thousands more (some 40,000), including Germans as well as British, found new homes in Canada. Some 10,000 settled in what is now the province of Ontario. There had been no French settlements of any account there, and new population being unaccustomed to the F laws, found them irksome. In 1788 this district signated as Western Canada, was divided into five tricts, and English law introduced. This proved satisfactory, and the population of this western re rapidly growing, and retaining its British characte was decided to detach it from the province of Que and make it a separate province. This was carried to effect in 1791, when, by the Constitutional Act, old province of Quebec was div d into two, nam Upper Canada and Lower Can the River Otta (except for two counties on th st bank within angle formed by the junction of the Ottawa and St. Lawrence, which had been settled by French-Ca dians) being the dividing line. Each province was have a Lieutenant-Governor, and a legislature composed of a council and an assembly. The members of the councils were appointed by the lieutenant-governors for life; those of the assemblies were elected by the people. October 15, 1792, the English laws in their entirety were introduced in the whole of Upper Canada.

Then began a long and bitter struggle for constitutional government. The legislative councils, which were the real advisers of the lieutenant-governors, were not responsible in any way to the people or to the legislative assemblies. They were in fact mere star chambers, either subservient to the will of the governors and their too often bureaucratic officials, or dictating to them, according to the characters of the governors. The full benefits of responsible government had been conferred upon the Maritime Provinces with perfectly



(Engraved for "The Book of Canada.")

The Harbor of Chatham, N.B.

satisfactory results in 1784 and 1785, and the governed classes in Upper and Lower Canada failed to understand why the same constitutional privileges should not be conferred upon them. In Lower Canada the fight for and against responsible government often assumed a particularly ugly form. Generally speaking, the governing class was composed of British officials and a few of the old French gentry. An overwhelmingly large proportion of the governed class consisted of French-Canadians. The agitation soon assumed the aspect of racial strife. Agitators from the United States began to actively foment revolutionary sentiment. One was caught, convicted of high treason, and hanged at Quebec. Stupid threats were made on both sides, and everything seemed to combine to drive the two sections of the community asunder. Britain was occupied with other concerns, for she was immersed in the nationally glorious but terrific struggle of the Napoleonic wars. Englishmen and Frenchmen living side by side in Canada could scarcely be expected to observe without some national emotion the progress of the bloody struggle. Blood is thicker than water, and although the excesses of the French Revolution had sent a thrill of horror through the hearts of the God-fearing French-Canadian peasantry, news of British reverses were not always received with regret in Lower Canada at this period.

There was a crying need of some influence which would bring the two races together and create a common ground for the erection thereon of a Canadian national sentiment. It was supplied in the declaration of war by the United States in 1812, and the subsequent bloody campaigns along the Canadian frontier.

As between the English-speaking people of Britain and the English-speaking people of the United States, the French-Canadians preferred the former; for they represented monarchical principles. The people of the United States, on the other hand, represented for them the republicanism which had deprived France of her best blood and had bespoiled and persecuted the Roman Catholic Church and her priesthood. "Our Religion, our Language, and our Laws," was, and still is, the rallying cry of the French-Canadians. They knew that the enjoyment of these dear privileges was guaranteed to them by Britain, and they knew that Britain would keep faith with them. They were not so sure whether they could depend upon the United States keeping faith at all, for they recalled the repudiation of the debts incurred by the Continental troops of Arnold and Montgomery, during the invasions of 1775-76, and did not forget the treatment meted out to their present neighbours, the United Empire Loyalists. And they knew that absorption into the United States must mean the loss of their laws and language, and of the special privileges enjoyed by their church.

As to the British colonists, whether in Lower or in Upper Canada, there was no question as to their attitude with respect to the impending war. Were not most of them United Empire Loyalists, not a few of them men who had fought and bled to keep the British flag flying over the old colonies in America, and who had come to Canada to hew from the forest new homes for themselves, in order that they might live and die under the Union Jack.

So in both provinces the agitation for full constitutional government was postponed, and French-Canadian and English-Canadian prepared in the face of a common foe to protect British institutions in North America.



Stephen Avenue, the Principal Thoroughfare of Calgary, Alberta.

At the time of this, Canada's great war of independence, the total population of the country did not amount to 300,000. The threatened frontier was 1,500 miles in length, and there were less than 6,000 troops to defend it. Statesmen of the United States, regarding their population of 8,000,000 people, the apparently defenceless condition of Canada, and the preoccupation of Britain in the Peninsula War and India, remarked:—"We have the Canadas as much under our command as Great Britain has the ocean."

The records of the war of 1812-14 in Canada possess all the fascination of the sensational novel. They are so replete with deeds of daring that they cannot be fairly summarized. Army after army of the United States invaders was ignominiously driven back, worn down, or captured outright, and when the treaty of peace was signed at Ghent, December 24, 1814, not one United States soldier remained on Canadian soil, except as a prisoner, and the capture of Canada, let it not be forgotten, was practically the chief object of the war. The British flag, however, flew over

Michigan, a part of northern New York, a part of Maine, and Buffalo. Washington, the capital of the Republic was in ashes, in retaliation for the ruthless destruction of Newark, in Upper Canada, and York, the capital of the same province.

In the bloody contest, Canadian militiamen fought shoulder to shoulder with the seasoned veterans of the regular army, and the blood of the French-Canadian gentry and peasantry mingled with that of their British fellow subjects on many a glorious battlefield. The ground on which was to be erected the edifice of an united, loyal Canadian sentiment had been consecrated.

The war over, the struggle for responsible government was resumed, and gained in intensity as the groups of privileged office-holders surrounding the lieutenant-governors in both provinces showed themselves determined to persevere in their resistence to the popular will. Ugly disputes as to revenues arose between the two provinces, reviving the old racial feelings. An union of the two provinces was suggested, but nothing came of it. In both provinces the struggle for responsible government continued. Agitators from the United States, actuated by hostility to British institutions, bestirred themselves to add fuel to the smouldering fires of discontent. Finally, in 1837-38, armed resistance to the constituted authority developed in both of the provinces, but was easily suppressed.

In 1840 the long agitation for constitutional government in Canada came to a triumphant issue. The British Parliament, by the Act of Union, acting upon the suggestions of a report prepared by Lord Durham, again united Upper and Lower Canada, giving the colony a generous system of responsible government, the control of all public revenues being vested in the chosen representatives of the people. Under this act, which went into effect in 1841, the former province of "Upper Canada" became "Canada West"; the former province of "Lower Canada," "Canada East."

Before long, troubles arose over the equitable distribution of revenues and financial burdens between the two sections of the colony, and these troubles became aggravated owing to the unsatisfactory trade relations existing with the United States.

A movement for the union of the Maritime Provinces sprang up at a moment when the government of United Canada had reached a deadlock, and the idea that a solution of existing difficulties might be reached by an union of all the British provinces in North America recommended itself to leading statesmen in Great Britain and the colonies. Delegates from the Canadian Parliament met a conference of Maritime representatives in Prince Edward Island, and the famous gathering at Quebec, convened by Lord Monck, Governor-General of the two Canadas, in 1864, was the result. At the Quebec convention, resolutions were passed upon which the federal constitution was drafted. February 10, 1867, the British North America Act, creating the Dominion of Canada, passed the Imperial Parliament, and it went into force July 1st following, that day ever since being observed as a national public holiday.

The Dominion, as originally constituted, consisted of the old provinces of Canada East, formerly La Canada (again designated Quebec), the old provinc Canada West, formerly Upper Canada (since des ated Ontario) and the provinces of Nova Scotia New Brunswick, which retain their old designations

In 1870, as already stated, the province of Manit and the North-west Territories entered the Domini and in 1871 British Columbia, in return for responsi government and the promise that the Canadian Pac Railway would be built, entered Confederation.

British Columbia was discovered by Captain Coo the famous explorer, who had been one of the nav officers present at the capture of Quebec by the Briti in 1759. Cook reached Vancouver Island in Marc 1778, and explored a considerable portion of the coa before returning to England. A fort was erected i Nootka Sound by Captain Meares, another officer o the Royal Navy, in 1788. Captain George Vancouver of the same service, made a survey of the northern coast in 1789 and 1790. July 22, 1793, Alexander Mackenzie accomplished the feat of making the pass age overland from Montreal to the British Columbia coast. Shortly afterwards Canadian fur traders, principally employees of the North-west Company of Montreal, began operations in British Columbia, and soon developed an important trade there.

In 1849, the Island of Vancouver was granted to the Hudson Bay Company for a period of ten years, and the company at once inaugurated a form of paternal government. In 1856 an assembly was called to frame laws, but their administration remained in the hands of the company.

The mainland was known as New Caledonia, and remained without any established government until after the discovery of gold on the Fraser River in 1857. New Caledonia was therefore made a separate colony under the name of British Columbia, the government being placed in the hands of a governor and a small appointed council.

In 1866 the colonies of Vancouver and New Caledonia were united under the name of British Columbia, the government being placed in the hands of a governor and a council.

In 1873 Prince Edward Island, which had been a part of the old French province of Acadia, although discovered by Cabot, entered Confederation. In 1769, while still retaining its old name of St. John's Island, it was made into a separate province, but it was July, 1773 before the first meeting of its House of Assembly took place. The same year it received the name of Prince Edward Island in honor of the Duke of Kent. Responsible government was granted in 1851.

Newfoundland, which includes besides the island of that name, the northern shore line of Labrador between Cape Chidley and Anse Sablon, is the only British territory in North America, not included in the Dominion of Canada, although the question of confederation has several times been discussed in Newfoundland as well as in Canada.

The preceding historical sketch, necessarily greatly condensed though it be, enables the reader to form some idea of the development of the Canadian Dominion.

THE DOMINION OF CANADA

AREA, PHYSICAL FEATURES AND FORM OF GOVERNMENT OF THE COUNTRY

CHAPTER II.

THE Dominion of Canada comprises within its area more than half the territory of North America and about one-third of that embraced within the limits of the British Empire. The exact area of the country is 3,745,574 square miles, of which 3,619,819 are land. Canada is twice the size of British India, and its area is 200,000 miles larger than the whole of Australasia. In comparison with European countries, the area of the Dominion is twenty-eight times that of the United Kingdom of Great Britain and Ireland, or equal to that of France and all her colonial possessions, with Italy and Switzerland thrown in. In fact the Dominion is almost as large as Europe. Canada is larger than the United States, in fact as large as the Republic and its dependencies of Hawaii and the Philippine Islands.

The Dominion includes the whole of the northern part of the Continent of North America, except the extreme north-western point (Alaska) and a narrow coast strip along the north-eastern shore of Labrador, which is under the administration of the Newfoundland colonial government. Canada stretches across the Continent not only at its most northern part, but also at its broadest, so that the national seaports are much nearer to Europe on one side and to Asia on the other than are those of its southern neighbour. Port Nelson, on Hudson Bay, in the very centre of the Dominion, is 100 miles nearer to Liverpool than the port of New York.

The port of Montreal, although 986 miles inland, and 250 miles above salt water, is 315 miles nearer to Liverpool than the port of New York.

Unquestionably the most prominent physical feature of the Dominion is its marvellous system of inland waterways. Canada contains very much more than half of the fresh water upon the globe. The St. Lawrence River, with its vast lacustrine expansions, is perhaps the most marked, as it is one of the most useful physical features of the country. Lake Superior has a water surface area of 31,800 square miles; Lake Huron, 23,200; Erie, 10,030; Ontario, 7,260; Lake St. Clair, 445; and Lake Simcoe, 300. Altogether the area of lake surface connectd with the St. Lawrence is over 75,000 miles. And to the west and north-west of the St. Lawrence system are other vast lakes, such as the Great Slave Lake, with an area of 10,100 miles; Lake Winnipeg, 9,400 miles in area; Lake of the Woods, 1,500 miles; Lake Manitoba, 1,900 miles; Great Bear Lake, 11,200 miles; Athabasca, 4,400 miles; and Lake Winnipegosis, with a surface area of 2,030 square miles.

The River St. Lawrence, with its lakes and unrivalled system of ship canals, enables shipping to penetrate 2,300 miles into the heart of the continent; and its chief tributary, the Ottawa, has a length of no less than 780 miles. And the great waterways of the distant west are almost as vast. The Mackenzie River, 2,400 miles in length, affords, with trifling obstacles, upwards of 2,000 miles of waterway navigable by steamboats, and drains an immense basin extending over 550,000 square miles. Other great rivers of Canada's North-West are the Copper Mine, the Great Fish, the Assiniboine, the Nelson, the Red River, the Churchill, and the Saskatchewan, the last-named having a length of no less than 1,500 miles. These great systems of fresh-water seas and rivers not only afford ready communication with the distant parts of the country, but favourably affect the climate and the rainfall.

The principal mountain ranges of Canada, are, in the West, the Rockies, and the Selkirk and Coast Ranges, running parallel with the Pacific coast; and in the East, the Laurent . Mountains, running north of the St. Lawrence and orming the dividing line between the watershed of the Laurentian system and that of Hudson Bay.

From the Pacific coast to the eastern base of the Rocky Mountains stretches a belt of mountainous, well-wooded country, rich in minerals of all descriptions, and containing many broad and exceptionally fertile valleys. This belt may be broadly said to be 600 miles in width. Stretching thence eastward is a belt of flat or rolling prairie country, some 1,000 miles in width, extending to the longitude of James Bay. Then there intervenes a vast stretch of country some 2,300 miles in width extending to the Atlantic seaboard, and described as the wood-land belt. This vast region was originally woodland; but thousands of square miles of orchard, vineyard, and wheat field stand where forests met the gaze of the first French explorers a little over two hundred years ago. And where the wandering savage pitched his tepee a short century ago stand today bustling cities which count their populations by tens of thousands, and send the products of their thriving industries to the four corners of the earth.

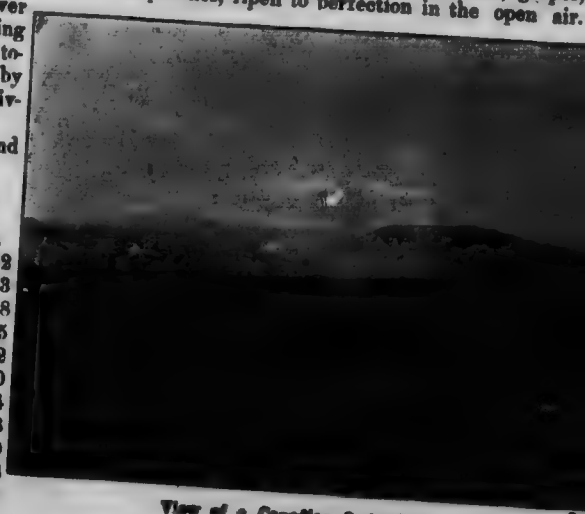
The areas of the various Provinces, Territories and Districts of the Dominion are as follows:—

	Area in Square Miles.		
	Water.	Land.	Total.
Ontario	40,354	220,508	260,862
Quebec	10,117	341,756	351,873
Nova Scotia	360	21,068	21,428
New Brunswick	74	27,911	27,985
Manitoba	9,405	64,327	73,732
British Columbia	2,439	370,191	372,630
Prince Edward Island		2,184	2,184
Keewatin	13,419	456,997	470,416
Assiniboia	600	88,279	88,879
Saskatchewan	3,772	103,846	107,618
Alberta (A)	362	101,521	101,883
Athabaska	8,805	243,160	251,965
Yukon	649	196,327	196,976
Mackenzie	29,548	532,634	562,182
Ungava	5,852	349,109	354,961
Franklin		500,000	500,000
Total	125,755	3,619,819	3,745,574

A hurried glance over the positions, influence and resources of the various provinces is called for at this point.

Prince Edward Island, the most easterly province, is the smallest in the Canadian Federation, and its population is only 103,259. The scenery bears a striking resemblance to that of England, and so does the climate, thanks to the influence of the ocean streams, which lave its shores. The average summer temperature is 62.2 and the average for the year 40.7. Agriculture is the main resurce, no less than eighty per cent of the population being engaged in husbandry. Thanks to the prolific soil and suitable climate, fruit growing, dairying and pork raising are becoming ve remunerative, and the annual value of the agricultu produce is some $8,000,000. The fisheries are al extremely valuable, the produce consisting of oyste lobsters, mackerel, herring, cod and smelts. The chi city and provincial capital is Charlottetown.

The Province of Nova Scotia consists not merely the peninsula of that name but also includes the islan of Cape Breton. The population is 459,574, and agr culture, mining and fishing are the staple industrie The soil is not of uniform utility, and there is a grea variety of climate owing to the situation of the pro vince as peninsula and island, and to the ridges o mountains which sear its surface. But there is muc more good land than bad, and a congenial climate pre vails over the greater part. The Annapolis Valley made famous by literature, is a veritable paradise, and there, as in many other parts of the province, cherries, strawberries, raspberries, plums, apples, pears, grapes, and even peaches, ripen to perfection in the open air.



View of a Canadian Orchard.

The Gravenstein apple grown in the Annapolis Valley competes with the Famuese and the St. Lawrence of the Montreal district for the honor of being the most delicately flavoured apple grown. The Annapolis Valley produces no less than 1,000,000 barrels of choice apples each year. Wheat, oats, rye, barley, Indian corn and all kinds of root crops grow to perfection, and a profitable dairy interest is being developed, quantities of cheese and butter being exported every year. The exploitation of the Nova Scotia coal fields on any considerable scale dates no further back than 1830, but the industry has developed so rapidly that the production of coal in 1903 amounted in value to no less than $10,200,230, of pig iron to $2,186,273, of coke to $836,010, of gold to $535,040. The carboniferous formation occupies a large portion of Nova Scotia, covering over half of the area of Cape Breton Island as well as a large part of Cumberland, Pictou and Hants Counties. Coal constitutes the main mineral product of the province, and over 11,000 men

find employment in the Nova Scotia coal mines, either underground or on the surface. Gold mining in Nova Scotia dates only as far back as 1862, and is susceptible of considerable development. The gold is obtained in quarts. Manganese, antimony and gypsum are also obtained. The fishing industry of Nova Scotia gives employment to 28,529 persons and 530 deep sea vessels, and the value of the annual catch is about $8,000,000. The principal catches includes cod, lobsters, mackerel, haddock, herring, hake, halibut, salmon, oysters, etc. The manufactures of the province are tion of which would still form part of that province but for the bungling of the Imperial diplomats or the absolute dishonesty of United States ones. The population at the last census was 331,120. In 1824 the province could only boast of a population of 74,175, and in 1840 one of 156,662. Originally a splendidly-wooded country, lumbering and ship building were the chief industries, but agriculture has developed rapidly of recent years. There is much rich and fertile soil, and although the winter climate is more severe and longer sustained than in Prince Edward Island and the



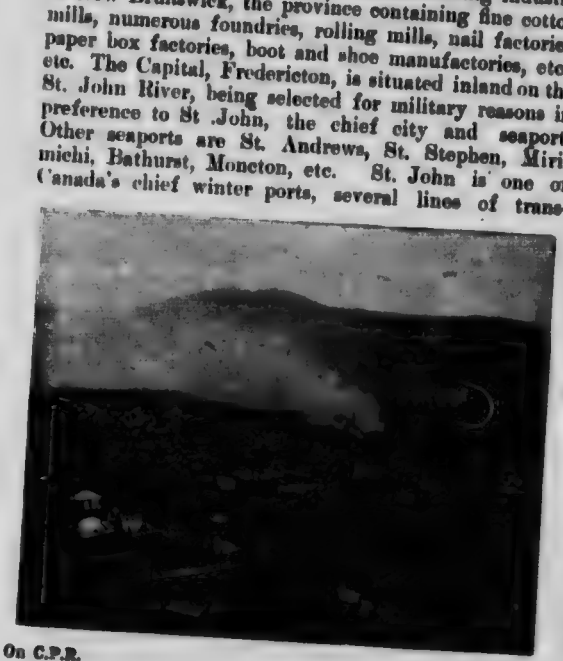
Parliament Buildings, Province of Quebec, Quebec.

important and increasing. One of the largest iron and steel plants in America is situated at Sydney, and other manufactured products are refined sugar, rope and twine, cotton, woollens, agricultural implements, boots and shoes, chemicals, etc. The capital city is Halifax, which has a population of 40,832, and which up to the recent change in the naval defence programme was the American headquarters of His Majesty's fleet. Halifax carries on an extensive and profitable trade with the West Indies.

New Brunswick, the third of the Maritime Provinces, adjoins the State of Maine, a considerable por-

Annapolis Valley of Nova Scotia, it does not materially interfere with agriculture. Wheat, barley, oats, all kinds of root crops, and such fruits as apples, plums, cherries, strawberries, etc., ripen to perfection. The hay crop is staple, and a profitable live-stock and dairy industry is being built up. Lumbering is still an important industry, some $7,000,000 worth of New Brunswick timber being exported annually. Fishing is another important industry, the annual catch amounting in value to some $5,000,000. New Brunswick possesses vast mineral wealth, but it has not been exploited to much extent yet. More than one-third of

the province belongs to the carboniferous formation, but coal mining so far has been restricted to one district, Newcastle, in Queen's County. The coal field at that point is estimated to contain 150,000,000 tons. Anthracite has been found in the province in small quantities, but has not been worked. Deposits of iron, copper, albertite, nickel, antimony and gypsum have been exploited to a limited extent with promising success. There is a considerable manufacturing industry in New Brunswick, the province containing fine cotton mills, numerous foundries, rolling mills, nail factories, paper box factories, boot and shoe manufactories, etc., etc. The Capital, Fredericton, is situated inland on the St. John River, being selected for military reasons in preference to St John, the chief city and seaport. Other seaports are St. Andrews, St. Stephen, Miramichi, Bathurst, Moncton, etc. St. John is one of Canada's chief winter ports, several lines of trans-



On C.P.R. Nelson, British Columbia.

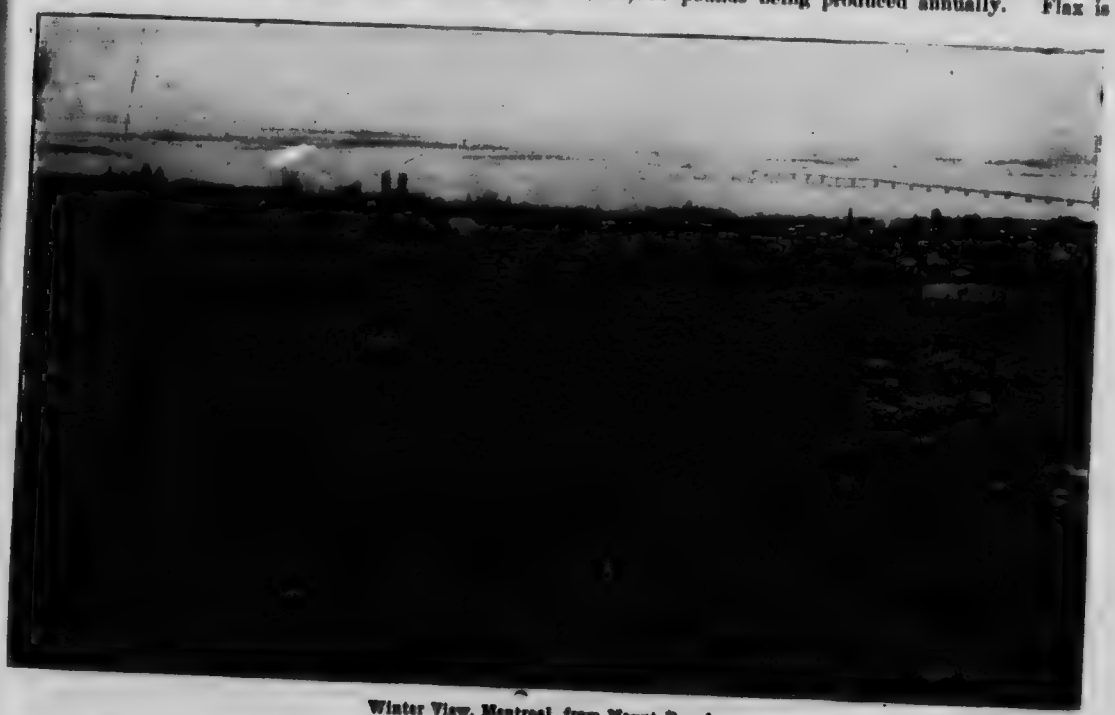
Atlantic steamships which run to Montreal in the summer months, making St. John their Canadian port in the winter. The land-locked harbor of St. John is one of the finest in the world.

The Province of Quebec stands among the provinces of the Dominion as second only to British Columbia as to area, and second only to Ontario as to population. It stands first among the provinces as to historical interest, for it comprises the region which was the centre of the exploits of the pioneers of New France. In fact the Province consists of the central territory of the old French Colony, which came to an end with the capitulation of Montreal. True, there were outposts of New France at Frontenac (now Kingston, Ont.), at Rouille (now Toronto), at Detroit, Mich., at Niagara, N.Y., at the Straits of Mackinac, and in the Ohio Valley, but no substantial reminder of the French occupation of these posts exists. A large proportion of the population of the Province of Quebec retains its French language, and its French customs. Even the French civil law is retained, and the Roman Catholic Church enjoys the same privileges as it had under the French monarchy, but only so far as its own adherents is concerned. The French revolution, with its madness and its anti-clerical atrocities filled the recent conquered, pious, church-loving French Canadians w a horror which even pride of race could not assua The moderation, the good faith and the free insti tions of the British attracted them. For years th leaders were the champions of the cause of British fr dom, and they stood up stubbornly for it against ir sponsible British Colonial officialdom. And a fu measure of responsible government on the British sy tem once conceded, the permanency of French loyal was assured. French Canadians to-day are British heart, although they may speak French, and althoug their ancestors came across the Atlantic direct fro Normandy and Brittany, and not by way of Mastings

There is a special interest attaching to the Benc and Bar of the Province of Quebec, inasmuch as in thei practice the judges and lawyers have to act under tw very dissimilar systems of jurisprudence. The civil o Roman law of France as evolved during the centuries intervening between Romulus and Napoleon, applies to all cases in which real estate or personal property are involved; the British system with its trials and jury, etc., applies in cases of crime and misdemeanour. The French and English languages are used indiscriminately in all the courts, in cases where mixed juries are chosen, interpreters being employed. The causes which led to the retention of the civil code are easily explained. When Britain took possession of Canada in 1760 the army officers who found themselves called upon to administer the affairs of the country found the Canadian people attached to their own system of settling disputes. The officers responsible for the administration of justice during the brief period of military rule followed a humane and liberal policy, and in framing their judgments they consulted such French jurists as remained in the country after the fall of New France. Litigants were allowed to be heard by their attorneys before these military courts. The ordinance of 1764, decreeing the establishment of civil government, made the English law the law of the country. In 1765 Haldimand, the Governor of Three Rivers, wrote to General Gage, informing that officer of the unsuitability of the English system in the new colony. In 1766 the Governor-General, Murray, wrote to Lord Shelburne to the same effect. In the same year a number of French Canadians addressed a lengthy petition to George III., and in 1767 the Governor, Sir Guy Carleton, appointed a jurist, Cugnet; a notary, Duchesnaux; and M. Pressart, priest, of the seminary of Quebec, to prepare a resume of the laws of the French regime. The French law thus became the accepted authority in civil matters in the Province of Quebec, and so remains.

According to the census of 1901, the population of the Province of Quebec amounted to 1,648,898, as against 1,488,535 in 1891. This population was divided among the nationalities as follows:—French, 1,322,115; English, 1[illegible],710; Irish, 114,642; Scotch, 60,068; German, 6,923; Jewish, 7,607; Indians, 9,166; others, 13,467. In Montreal and its suburbs there was an English speaking population of 112,450, in the Eastern Townships, along the United States frontier, one of 89,550; and in the Ottawa Valley, one of 42,200

In most cities and towns, but particularly in the Montreal, Eastern Townships, and Ottawa Valley districts, the French Canadians, even to the children, speak English with remarkable fluency, the race having an aptitude to acquire foreign language which puts their Anglo-Saxon neighbours to the blush. The capital city of the Province, Quebec, is the third largest city in Canada, while its largest city, Montreal, not only has the distinction of being the most populous city of the Dominion, but its undisputed commercial capital. The Province of Quebec is about 1,000 miles in length, and its breadth about 300, comprising an area almost three times the sizes of the United Kingdom of Great Britain and Ireland. It is not surprising that its scenery, products, and climate are extremely varied. Agriculture is the chief industry, and represents an invested capital of $250,000,000. The valley of the St. Lawrence, the Eastern Townships, and the valleys of the chief tributaries of the big river, have been the chief centres of agricultural activitiy. Wheat was at one time the staple crop, but as the great prairies of the west were opened up, mixed farming, and especially dairy farming, were found to be more profitable. Of late years there has been a marked improvement in live stock, and better methods of farming are being introduced everywhere. The chief agricultural products are cattle, butter, cheese, eggs, poultry, hay, oats, barley and fruit—cherries, plums, small fruits, and hardy apples grow in almost all settled parts of the province. Perhaps the most luscious and most handsome apples in the world are grown in Montreal and vicinity and attain perfection nowhere else. Shipments of apples of the Montreal fameuse and St. Lawrence varieties are annually made from Montreal, specially ordered for the table of His Majesty King Edward VII. Pears and many varieties of excellent grapes also attain maturity in the open air in the Montreal district and all of the southern counties. Cucumbers, tomatoes, and melons are grown in the open, and with unsurpassed results. The Montreal musk melon, a particularly large, handsome and toothsome variety, is considered the prince of table fruit by the epicures of New York, Boston, Philadelphia, and other large United States cities, and car loads of this melon are shipped south daily during the season. Tobacco is an important crop, no less than 7,656,000 pounds being produced annually. Flax is also cultivated to a considerable extent for its fibre as well as for its seed. There is in the Province 100,000,000 acres of land positively known to be adapted to agricultural purposes, of which 7,000,000 acres is still open to colonization. And there is almost as much more land on the vast plateaus to the north of the Laurentian range, which it is hoped in years to come will support hundreds of thousands of farmers. Even on the shore of James Bay, Bishop Newnham, of the Diocese of Moonsonee, has grown "splendid celery, tomatoes, vegetable marrows, 15 to 40 pounds each, salsify, kohl-rabi, carrots, parsnips, turnips, beets, peas, beans, all kinds of cabbage, cauliflower, rhubarb, red and black currants, lettuce, radishes, herbs, all of a good size, some not to be beaten anywhere."



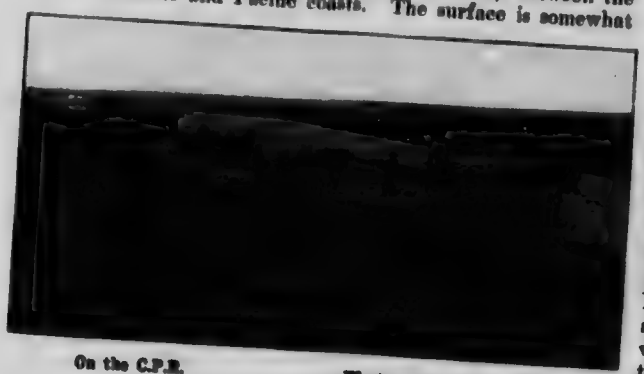
Winter View, Montreal, from Mount Royal.

Forests extend over no less than 200,000,000 acres

of the area of the province, and naturally the lumber and paper pulp wood industries are tremendous ones. About $12,000,000 worth of forest products are annually exported. The fisheries of the province are very important, the annual yield exceeding $2,000,000. The northern parts of the province with their myriads of lakes and streams are veritable paradises for the angler and hunter. The mineral wealth is so enormous and widely distributed, including asbestos, graphite, apatite, gold, iron, copper, mica, silver, etc. Quebec is one of the chief manufacturing provinces of the Dominion, the manufactories of Montreal, Quebec, St. Hyacinthe, St. Johns, Sherbrooke, Quebec, Valleyfield, St. Henry, and Huntingdon producing everything from pig iron to jewellery. A valuable asset is the inexhaustible water power of the Lawrentian Mountains, a slight fraction of which has been already harnessed to provide electric motive power for the industries of Montreal, Three Rivers, and Quebec.

The Province of Ontario by reason of its pre-eminence as the most populous in Confederation makes good its claim to be considered as the premier province. A comprehensive review of the resources and development of this Province will be found elsewhere.

The Province of Manitoba adjoins the western boundary of Ontario. It has a territory of 64,327 square miles of land surface and a population of about 350,000. Twenty-five years ago the population was 66,000. During the past seven years Manitoba and the North-West Territories added 700,000 to their population. Manitoba is situated midway between the Atlantic and Pacific coasts. The surface is somewhat



On the C.P.R. Western Canada, Plowing Scene.

level, with stretches of prairie covering large districts, intersected here and there by valleys of considerable width in which run small rivers and streams, the banks of the valleys being usually fringed more or less with trees. In many other districts trees are also found in clumps and belts of varying width. Along the ranges of hills which run across this province, chiefly from the south-east to the north-west, there are forests of considerable magnitude. The proportion of forest and woodland to the total area is estimated at nearly forty per cent. The greater part of the soil in Manitoba is a deep rich vegetable mould of great fertility, with an abundant supply of humus. The proportions of the more important elements of plant food which exists in this soil, judging from a number of chemical an which have been made, are about double those in good ordinary soil in Europe. The principal crop in Manitoba is wheat, which is produced of lent quality. The No. 1 Hard Wheat grown in province and in the North-West Territories bring highest price, and is not excelled by any other wh the world. The number of acres of wheat sow Manitoba in 1903 was 2,442,873, and the total was 40,116,878 bushels, an average of 16.42 per as against an average for ten years of 21.7 bushels. average yield in the chief wheat growing states fo same ten years was as follows:—Kansas, 12.7; Mi sota, 14.2; North Dakota, 12.7; South Dakota, Nebraska, 12.2; Iowa, 14.7; Missouri 11.16.

Oats stand next in importance, with an area of 4 431 acres and an average crop of 38.62 bushels acre, followed by barley, with an average of 326,5 and an average crop of 26.66 bushels per acre. total grain crop of this province in 1903 was 89,5 519 bushels.

The total yield of potatoes last year was 4,757,0 bushels; there was also a considerable acreage devo to flax, rye, peas and roots.

The stock industry is rapidly increasing in impo ance; a large number of beef cattle are produced f export. Dairying has made good progress, and t quantities of cheese and butter produced are yearly i creasing; the value of the output of these products f 1903 was $858,709. The number of swine raised also much greater than formerly, and mixed husband is becoming more general. Poultry raising is also r ceiving increased attention.

The climatic conditions are unfavourable to th growth of the larger fruits, but many of the smalle fruits are produced in abundance.

Westward from Manitoba lie the provincial terri tories of the Canadian North-West, now (A) being re organized on provincial bases: Assiniboia with an area exclusive of water, of 88,279 square miles; Saskatche wan, 103,846; Alberta, 1015,21; and Athabasca, with 243,160 square miles. These great divisions extend from the western boundary of Manitoba to the Rocky Mountains. They have a scattered population of about 250,000 or more, and are traversed by railways, which have opened up the country for settlement. In the three provincial territories, Assiniboia, Saskatche-

(A).—As the proof of this chapter is being revised (March 27, 1905), two Government Bills are under discussion in the Dominion Parliament for the creation of two new provinces out of the region comprised within the Territories of Alberta, Assiniboia, Saskatchewan and Athabasca. These new provinces will absorb all the territory north of the United States boundary line between the western boundary of Manitoba and the eastern boundary of British Columbia. The northern boundary will be the 60th parallel of latitude, which is the southern boundary of the unorganised district of Mackenzie. The dividing line between the new provinces will be the 110th meredian of longitude, which runs a little east of the present eastern boundary of the Territiory of Alberta. The more western province will perpetuate the name Alberta, the other be called Saskatchewan. Each province will have an area of about 275,000 square miles.

wan and Alberta, there are about 170 million acres of land suitable for farming purposes. Up to the present time about 11 or 12 million acres have been taken up by farmers, and two million are occupied by ranchers. No estimate can yet be formed of the area of land fit for settlement in Athabasca, but it is probably a very large proportion of the whole.

Broad and rolling plains characterize the territories along their southern boundaries, and a wide belt lying north of the 49th parallel (which forms the boundary line between the United States and Canada) extending from about the 102nd parallel of west longitude to the base of the Rocky Mountains, has a dry climate, caused partly by the hot winds from the American desert. These plains are being made subject to agriculture by irrigation works. Beyond the spent forces of the warm currents of air, beginning from 125 to 175 miles north of the international boundary, immense partly-wooded districts are found, watered by streams of various sizes, where the soil is wonderfully rich and fertile, with conditions very favourable for mixed farming, and especially for the raising of cattle and for dairying. This great fertile belt, in width, from 150 to 250 miles, extends from the western shores of Lake Manitoba westward for about 700 miles. There the native grasses grow far more luxuriantly than on the open prairies southward, while the belts and clumps of wood, interpersed with stretches of open country, afford favourable conditions for the growing of grain, and give good shelter for stock. Over this whole area the soil is fairly uniform in its fertility, and it is doubtful if another similar stretch of country, equal in productiveness, can be found anywhere. Settlement is rapidly progressing in many different parts of this desirable region. The climate in the territories, north of the dry belt, is much like that of Manitoba, and is well suited for growing the finest quality of No. 1 hard wheat, with other cereals of high character.

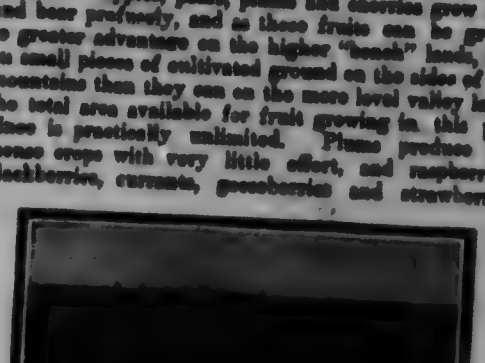
It has been estimated that in fifteen years these prairie districts of Canada will support a population of 10,000,000 more than at present, and another statement has been made with good warrant that the Canadian North-West can provide for 40,000,000 of people. It is calculated that with the present rate of increase in acreage, the Canadian west in ten years will annually export from 250 to 300 millions of bushels of wheat, representing a money value of $200,000,000.

The most westerly province, British Columbia, includes 370,191 square miles of land area, and has a population of about 180,000. It is a very mountainous country, with grand and romatic scenery, and great variations in climate. In the valley of the Fraser River and on the delta near the mouth of the river, there are considerable areas of land suitable for agricultural purposes where quite a large proportion of the population is engaged in farming. The principal crops grown are hay, oats, roots and potatoes, with smaller areas of barley and wheat. Hops are grown very successfully; so also is flax, of which the fibre, in this climate, is of excellent quality. Cattle, sheep and swine are kept in limited numbers, some fairly good dairy herds have been brought together in different sections, and several butter factories are being successfully conducted. The climate conditions of the coast



General View over a Western Canadian Farm.

district are remarkably well adapted for the production of fruit. Apples, pears, plums and cherries grow well and bear profusely, and as these fruits can be grown to greater advantage on the higher "bench" lands, and on small pieces of cultivated ground on the sides of the mountains than they can on the more level valley lands the total area available for fruit growing in this province is practically unlimited. Plums produce immense crops with very little effort, and raspberries, blackberries, currants, gooseberries and strawberries



On the C.P.R. Western Canada Wheat Fields.

are all grown with very good results. The summers are so temperate that there is not usually a sufficient sum total of heat to ripen the better sorts of out-door grapes, nor to ripen tomatoes thoroughly, but in the dryer interior country the summers are warmer, and there, tomatoes and many varieties of grapes ripen well, and where supplies of water for irrigation are obtainable, nearly all the fruits grown on the coast do well, and in some few locations peaches are grown with success.

Mining, fishing and lumbering are the principal industries. The annual output of the mines is about $35,000,000, the chief minerals being gold, silver, copper, lead and coal. The output of gold, thanks to the introduction of improved methods, is increasing annually. The supply of timber is well nigh exhaustible and it is all of the most choice kind. An acre of forest will sometimes yield as much as 500,000 feet of lumber. The British Columbia fisheries yield $8,000,000 a year, the annual catch of salmon alone averaging $6,500,000.

British Columbia has a large and rapidly growing over-sea commerce with China, Japan, Australasia, etc.

Just what part the "unorganized districts" to the north of the provinces and territories will have in the future development of the Dominion remains to be seen.

To the north-east is the region known as Ungava. It lies directly north of the Province of Quebec, and is separated from the Atlantic Ocean by the Labrador coast, which stretches from the Straits of Belle Isle north to Hudson Strait. Its western boundary is formed by the shores of Hudson and James Bays. It has an area of 354,961 square miles. Farther north is the District of Franklin with an area of 500,000 square miles. On the west side of Hudson Bay is the District of Keewatin. It reaches north from Ontario and Manitoba to the Gulf of Bothnia and the waters of the Arctic Ocean. On the west are the Districts of Athabasca and Mackenzie. Keewatin has an area of 4[illegible] 416 square miles. Through this district flow the r[illegible] which empty their waters from the west into the g[illegible] inland sea of Hudson Bay. The region contains m[illegible] lakes, among them being Lake Winnipeg, which [illegible] south north from Manitoba into Keewatin. Near [illegible] outlet of the lake is the famous Hudson Bay C[illegible] pany's post, Norway House. At Port Nelson on [illegible] Bay is the railway post of the same name, York Fact[illegible]

Lying near Keewatin and British Columbia, [illegible] north of Saskatchewan, is the District of Athab[illegible] named after the great lake which is situated within [illegible] limits just south of the Reindeer or Caribou Mountai[illegible] The district has an area of 251,963 square mil[illegible] Athabasca Lake discharges into Slave River flowi[illegible] into the Great Slave Lake, which in turn discharg[illegible] into the Mackenzie River, which empties into t[illegible] Arctic Ocean. This great north country is know[illegible] as the Mackenzie District, with an area of 562,1[illegible] square miles. On the west it is separated by th[illegible] Rocky Mountains from the celebrated Yukon Terr[illegible] tory. This territory extends north from Britis[illegible] Columbia and on the west it is bounded by the Unite[illegible] States Territory of Alaska. Its principal river is th[illegible] Yukon, flowing to the north-west until it passes int[illegible] Alaska, and then it bends to the south-west and finall[illegible] empties into the Behring Sea. Among its tributaries in the Yukon are the Big Salmon River, the Pelly River, and the world-famed Klondike; draining a[illegible] area of 196,176 square miles.

Until within a few years it was known only as a barren region, with a sparse native population, yielding only some small product in furs and the Hudson's Bay Company's posts. Miners arrived in 1873, and gold was found on the river-bars of the Lower and Salmon in 1882 and 1883. Late in the autumn of 1886 "coarse" gold was found on Forty-Mile River, a tributary of the Yukon from the west which joins the main river near the Alaskan boundary. The few miners in the district gathered there in 1887, and, following up its tributaries, found rich ground. The productive fields were gradually extended southward across the local watershed to the tributaries of Sixty-Mile River. Then came the rush of miners to the Klondike in the years 1897 and 1898. Great hardships were endured by these first comers, but greatly improved means of access have since been established.

Canada began the 20th Century with about the same number of inhabitants as the United States began the Nineteenth. In 1800 the population of what is now known as Canada, was under 400,000. In 1891 it was 4,833,239, in 1901, 5,371,315, showing the gain to have been practically 5,000,000 during the century. Since the census was taken there has probably been a further increase of 1,000,000.

The populations of the cities of Canada having populations of 10,000 and over, were as follows, according to the census of 1901:—1, Montreal, 267,730; 2, Toronto, 208,040; 3, Quebec, 68,840; 4, Ottawa, 59,928; 5, Hamilton, 52,634; 6, Halifax, 40,832; 7, St. John, N.B., 40,711; 8, Winnipeg, 39,500; 9, London, Ont., 37,981; 10, Vancouver, 26,133; 11, St. Henri (suburb of Montreal), 21,192; 12, Victoria,

B.C., 20,816; 13, Kingston, Ont., 17,961; 14, Charlottetown, P.E.I., 12,080; 15, Sherbrooke, Que., 11, 765; 19, Guelph, Ont., 11,496; 20, St. Thomas, 11,485; 21, Peterborough, 11,220; 22, St. Louis du Mile End (suburb of Montreal), 10,928; 24, Ste. Cunegonde (suburb of Montreal), 10,912.



(Engraved for "The Book of Canada.")

Troop of the Royal North-West Mounted Police on Parade.

By provinces the population of Canada, according to the three last censuses, was as follows:—

Province.	1881.	1891.	1901.
British Columbia . . .	86,247	98,173	178,657
Manitoba	62,260	152,506	254,947
New Brunswick	321,233	321,263	331,120
Nova Scotia.	440,572	450,396	459,574
Ontario.	1,926,922	2,114,321	2,182,942
Prince Edward Island	108,891	100,078	103,259
Quebec.	1,359,027	1,488,535	1,648,898
The Territories . . .	56,446	98,967	211,654

Through all the succeeding years of national growth one idea has been supreme, loyalty to Britain and adherence to the British form of government, the constitutional monarchy. Sir George E. Cartier, the rebel patriot of 1837, declared he was "an Englishman speaking French," and Sir Wilfrid Laurier, the French-Canadian Premier of the Dominion to-day, declares: "I love the France which gave us being, and I love the England which gave us liberty." This feeling found practical expression during the late war in South Africa, when sons of French Canada shed their blood for the British flag on the veldts and hoppjes of the Transvaal and Free State.

Canada is as free a country as there is on the face of the globe. It became a part of the British Empire by conquest; it remains so by the choice of her people; a choice based upon the affection and pride begotten of blood relationship, upon gratitude for fair treatment and upon a lively appreciation of practical self interest.

The government of Canada, as it exists to-day, is largely the product of Canadian statesman, evolved from a series of political agitations and parliamentary acts extending over a period of more than a century. So that the government of Canada, though shaped upon British models, has actually been formed by the Canadian people themselves as best suited to the special requirements of the country and its population. The system of national government is a Federal Union embodying those great fundamental principles of respon-

sible parliamentary government, developed during centuries of trial and struggle in the Mother Country. By the constitution as set forth in the B. N. A. Act, 1867, the executive government and authority is vested in the Sovereign of Great Britain, who governs through the person of a Governor-General appointed by the Sovereign. The Governor holds himself apart from, and as Superior to, political parties. He governs through constitutional advisers. No taxes can be levied or public money expended without the sanction of a Parliament elected by a people enjoying practically manhood suffrage. The Governor's constitutional advisers or ministers are known as the King's Privy Council for Canada. They can be taken only from members of the Dominion Parliament, and must possess the confidence of the House of Commons, consequently commanding a majority of that House. The power of dismissing the ministry rests with the Governor-General, but he cannot override the will of the House of Commons without appealing to the country through a general election. Members of Parliament when appointed to the Cabinet, have to present themselves anew to their constituents for their approval. The seat of government is at Ottawa, and the Parliament of Canada consists of the King, represented by his Deputy, the Governor-General; an Upper House, styled the Senate; and a Lower House, styled the House of Commons.



On the C.P.R. Kaslo, on Kootenay Lake.

The members of the Senate are appointed for life by the Governor-in-Council. Each Senator must be not less than thirty years of age, a British subject, possessed of property to the value of $4,000 and resident in the province he represents. The House of Commons consists of two hundred and fourteen members, elected for five years, though the House is always liable to dissolution in the event of an appeal to the people being deemed advisable. In Ontario, Manitoba, the North-West Territories and British Columbia there is a residential manhood suffrage, providing, of course, that none but British subjects may vote. In the other provinces there are certain qualifications as to the occupancy or ownership of property. Aliens after three years' residence, and upon taking the oath of allegiance obtain all the rights of natural born British subjects.

All bills for appropriating public money or for imposing taxes must originate in the House of Commons, but only on the recommendation of the Governor-General-in-Council.

The Dominion Government has power to make laws for the peace and good government of the whole Dominion, and to regulate the public debt and property, trade and commerce, indirect taxation, borrowing on the public credit, the postal service, census and statistics, militia and defence, lighthouse and coast service, navigation and shipping, quarantine, fisheries, currency and banking, weights and measures, bankruptcy and insolvency, penitentiaries, criminal law (including procedure in criminal cases).

Each province has a provincial government to attend to local and provincial interests. The provincial governments have considerable less power than the various state governments in the United States. They have no power to maintain provincial military forces, nor have they the right of final legislation, the Dominion Government having the power of veto. The constitutions of the four provinces (Ontario, Quebec, Nova Scotia, and New Brunswick) which composed the Dominion when Confederation was consummated, are the same in principle and detail except that Ontario and New Brunswick have but one chamber each, a Legislative Assembly, the other provincial legislatures being bicameral and including Legislative Councils. Of the newer provinces, each has but one House, an elective assembly. In details the rules and practice of the Dominion Parliament are closely followed. The provincial governments regulate education, asylums, hospitals, jails, municipal institutions, shop, tavern and other licenses, local works, marriage, property and civil rights, administration of justice.

The present Dominion administration is the eighth since Confederation. The Hon. Wilfred (now Sir Wilfred) Laurier was sworn in as First Minister, on July 11th, 1896.

The current revenues of the Dominion are obtained (a) from taxation (b) from receipts from lands, from the post office service, railways, canals and other sources.

Canada has made marked progress during the past fifty years, not only in all branches of commerce and material development, but in education and all the refinements of life.

Fifty years ago there were 4,297 schools in the four provinces, which originally composed the Dominion, which schools were attended by 306,377 pupils. To-day there are 19,891 schools, 18,799 of which are public and the others high, normal, model and private; and there are in attendance 1,112,120 pupils. The average daily attendance is 578,201. These pupils are taught by 29,542 teachers, and the schools are conducted at an annual cost of $11,240,711. Ontario was not in the lead fifty years ago, but she is to-day and has been for years past. In 1902 Ontario had 6,260 schools with an enrolment of 480,155 pupils, and she spent on these schools and their 10,016 teachers



In Canada's Pacific Province.

$4,825,160, of which $1,806,590 came from the provincial government and $3,959,912 from municipal taxation and other resources. But Manitoba spends more per head on her pupils than Ontario, the comparison being as $5.22 to $2.20. The expenditure per head of the other provinces for 1903 was: Quebec, $1.40; Nova Scotia, $2.03; New Brunswick, $1.89; British Columbia, $2.96; Prince Edward Island, $1.63. The average expenditure per head for the Dominion is $2.03.

In 1851 there were under culture in Canada 7,954,644 acres of land. In 1901, the last census year, the improved lands measured 30,166,033 acres.

In 1851 Canada produced 16,250,285 bushels of wheat. In 1901 the yield was 55,672,368 bushels.

In 1851 Canada produced 1,210,555 pounds of tobacco. In 1901 the production wa 11,266,732 pounds.

In 1851 Canada turned out 32,336,397 pounds of butter. In 1903 there were 34,128,944 pounds of butter exported from Canada, valued at $6,954,618.

In 1851 Canada produced 4,834,719 pounds of cheese. In 1903 Canada exported 229,099,925 pounds, valued at $24,712,943.

In 1851 Canada produced 1,391,615 bushels of barley. In 1901 the yield was 22,224,366 bushels.

In 1851 the oat crop was 23,168,468 bushels. In 1901 it was 151,497,407 bushels.

There were 2,189,789 bushels of corn grown in 1851. In 1901 it was 25,875,919 bushels.

The potato crop was 14,181,484 bushels in 1851. In 1901 it was 55,362,635 bushels.

In 1851 there were only nine towns in Canada having a population of over 5,000. In 1901 the census showed 62 towns having over 5,000.

During the interval which has elapsed since Confederation the development of Canadian trade and commerce has been very marked.

The imports of Canada have increased from $73,459,644 to $241,214,961.

The exports of Canada have increased from $57,567,888 to $225,849,724.

The total trade of Canada has increased from $131,027,532 to $367,064,685.

Canada's imports from Great Britain (coin and bullion excepted) have increased from $37,617,325 to $58,793,038.

Canada's export of produce to Great Britain has increased from $17, 905,808 to $125,199,980.

Canadian shipping tonnage has increased from 12,982,825 to 33,317,043.

Canada's railways have increased from 2,278 miles to 18,987 miles.

The deposits in the chartered banks of Canada have increased from $33,317,879 to $378,937,458.

The deposits in the savings banks of Canada have increased from $4,360,692 to $82,013,120.

In 1871 Canada had 3,650 seagoing vessels, sail and steam, only 399, however, being steam. In 1876 Canada had 8,554 with a tonnage of 1,634,333. In 1903 Canada had 11,282 with a registered tonnage of 2,085,568. In 1903 there were also 4,647 British and 12,403 foreign vessels cleared from Canadian ports.

On inland waters there were in 1868 as many 40,144 vessels with a tonnage of 8,663,504. In 19 there were 61,394 vessels with a tonnage of 17,81 868.

In 1867 there were 5,693 boats and vessels of kinds on the Canadian register of shipping, and in 19 there were 6,824.

In 1868 the revenue of Canada was $13,687,92 and the expenditure $13,486,092. In 1903 t revenue was $66,037,069, and the expenditure $5 691,903.

In 1873, 155,780 acres of Dominion lands we dealt with, realizing $28,568; in 1903 5,308,473 acr were dealt with, realizing $649,693.

In 1868 there were 3,638 post offices in Canada, against 10,150 in 1903; 18,100,000 letters we handled, as against 235,791,000 letters and 26,646 000 post cards in 1903.

In 1868 Canada had 2,269 miles of railroad wit earnings of $612,116,716; in 1903 the mileage in opera tion was 18,988 with earnings of $96,064,527.

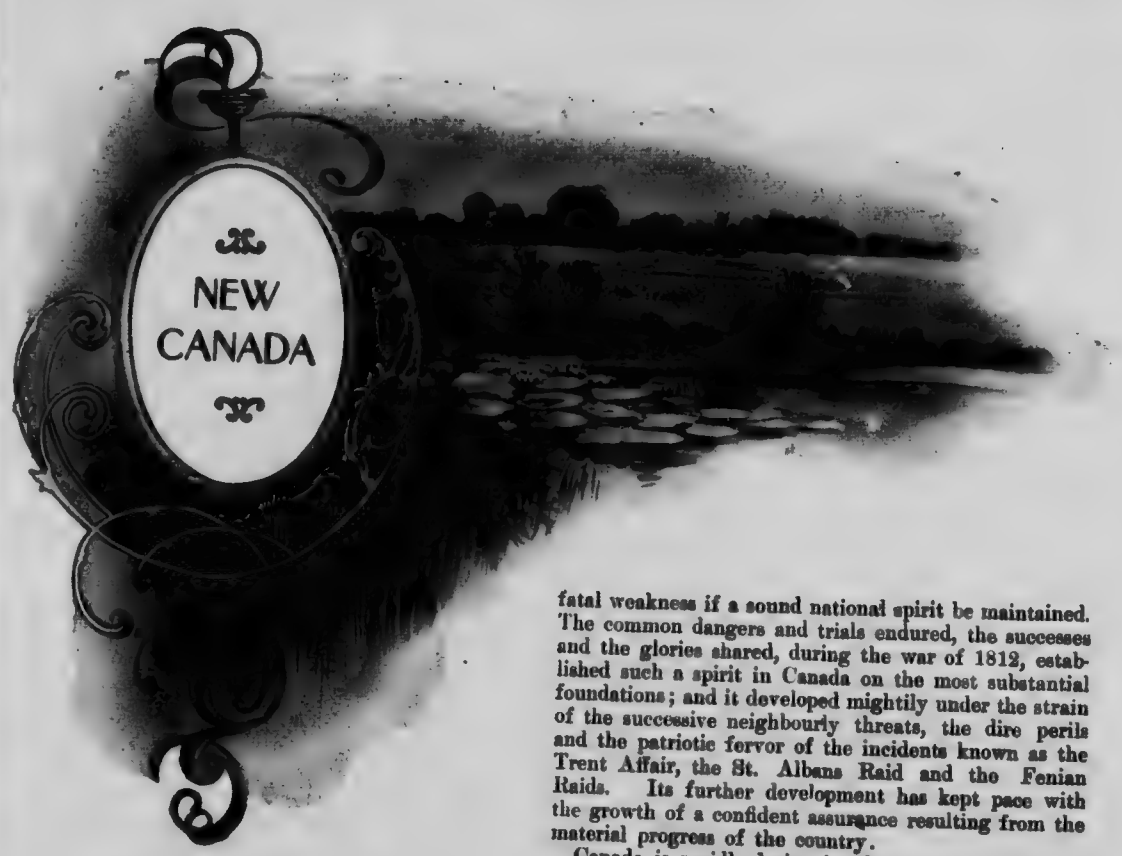


On the C.P.R. A Western Canada Ranch.

In 1868 the banks of Canada had $30,289,048 of paid up capital assets of $77,872,257 and liabilities of $43,722,647; in 1903 the paid up capital was $76,660,301, the assets $641,985,372, and the liabilities $508,049,963.

In 1868 there were 2,102 Canadians who had deposits amounting to $204,588 in post office savings banks; in 1903 there were 167,023 depositors in 934 banks with $44,255,326 to their credit.

During the past ten or twelve years Canada's increase in population, industrial development and national wealth has been in a regularly increasing ratio. And this promises to be steadily maintained in view of the tremendous possibilities of expansion afforded by the prospective opening up to settlement and trade of the Dominion's vast preserves to the north, not only of the newer prairie provinces, but of the older settled portions of the great provinces of Ontario and Quebec. Settlers are already pouring into "New Ontario" and the colonization of "New Quebec" is advancing apace, but the expansion of Canada northward is as yet only in its infancy.



CHAPTER III.

Something About the Dominion's Vast Northern Preserves, now on the point of being Opened Up to Settlement and Commerce.

A FAVOURITE theme of comment on the part of those visitors to Canada who profess to believe that Canada cannot always maintain her present independent position on this continent, is the comparative narrowness of the settled portions of the Dominion.

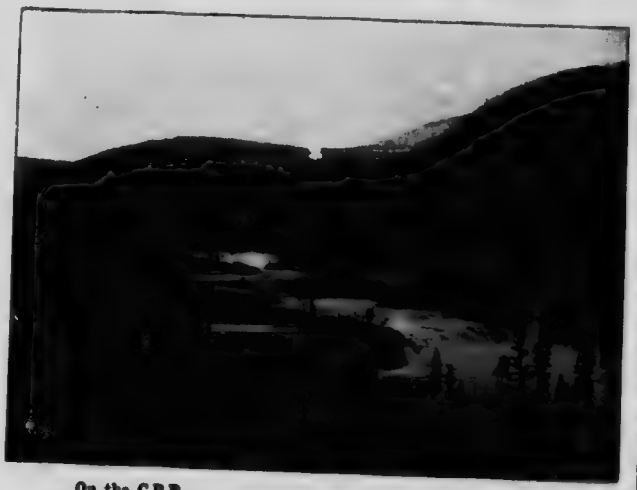
"Canada," they say, "is but a long fringe of settlement along the northern frontier of the United States, resembling in length and thinness a fishing rod. When subjected to severe strain it will snap at the joints and the sections will fall into the lap of the Southern Republic."

History in the cases of the scattered provinces along the Rhine, the Italian states, and the old New England colonies in America, and in the case of Canada itself, during the year of 1812, has abundantly proved that lack of geographical compactness is not necessarily a fatal weakness if a sound national spirit be maintained. The common dangers and trials endured, the successes and the glories shared, during the war of 1812, established such a spirit in Canada on the most substantial foundations; and it developed mightily under the strain of the successive neighbourly threats, the dire perils and the patriotic fervor of the incidents known as the Trent Affair, the St. Albans Raid and the Fenian Raids. Its further development has kept pace with the growth of a confident assurance resulting from the material progress of the country.

Canada is rapidly losing its character as a narrow country, and there is little doubt that within the next quarter of a century the settled belt of Canada will extend from the United States frontier to the latitude, at least, of Port Nelson on Hudson Bay.

The two main physical features of older Canada combined to confine settlement to the valley of the St. Lawrence. Colonization, like every other movement of the human race, moves along the line of least resistence. The great river, with its chain of vast lakes, offered an attractive route towards the centre of the continent, and it was natural that the first settlements were established along the route of the main colonial highway. The southern aspect of the Laurentian Mountains, back from the northern shore of the river and lakes, was steep and forbidding. The settlements on the wide flats along the banks of the main river overflowed up the banks of its tributaries, including the Saguenay, the Jacques Cartier, the Batiscan, the Chaudiere, the St. Maurice, the St. Francis, the Maskinonge, the Richelieu, the Chateauguay, and the Ottawa with its tributaries, the North, the Rouge, the Lievre, the Gatineau, the Rideau, etc. These rivers formed some sort of water communication with the settlements on the main river, and their valleys afforded more or less easy natural grades for roads. The sections of mountainous country between these various river settlements were obstacles to inter-communication, and the height of land dividing the watershed of the St. Lawrence system from that falling into

James Bay and Hudson Bay, placed a northern limit to colonization for a while. But as the population of the older settlements has been increasing, so has hunger for colonization lands. The operations of the missionary, the lumberman, the trapper and the gentleman sportsman have extended further and further into the heart of the great country to the north, and these men have brought back to civilization stories of the existence in the unknown north of great lakes, rivers and forests, and of tracts of cultivatable land thousands and thousands of acres in extent. For years these reports excited no attention. Old notions die hard, and the idea that Northern Canada was an Arctic waste proved a fable of a peculiarly hardy variety. Scientists of the Canadian Geological Survey penetrated the great northern regions. The information gained, and the data compiled by them verified the correctness of the reports of less trained observers. It



On the C.P.R. Bonnington Falls.

was at last established that at certain points penetrated there existed beyond the summits of the Laurentian Mountains vast areas of rolling and level land possessing good soil and suitable for settlement, providing the climate was satisfactory. From the forest growth and the flora of the country it appeared as though there could be little doubt on the subject. The advisability of conducting explorations was urged upon the provincial governments of Quebec and Ontario. Uncertainty as to the northern boundaries of the provinces kept the matter in abeyance. Meantime the settlements along the northern tributaries of the St. Lawrence and Ottawa were thriving and began to overflow along the valleys and foot hills of the southern slope of the Laurentian Mountains. In 1888 the Quebec Legislature passed laws to encourage and facilitate colonization in the northern region. An impetus was given to the movement by the success attending the opening of the Lake St. John district, directly north of the City of Quebec, by the construction of the Quebec and Lake St. John Railway, 190 miles in length. This great region includes an area of about 19,840,000 acres between the 48th and 50th degrees of north latitude and between the 71st and 73rd degrees of west longitude. The whole circumference of the lake has been surrounded by thriving villages and settlements, and colonization is rapidly spreading up the valleys of the numerous great rivers which discharge their waters into the lake. A few figures will serve to give an idea of the material progress of this new region in Canada's far north. In 1898 butter and cheese to the value of $220,000 were exported from the district, in 1903 the value of the same produce exported was $600,000. In 1891 there were 32 cheese factories in the district, in 1901, 81. In 1891 744,938 bushels of grain, 287,238 bushels of potatoes and 59,795 head of cattle were raised in the region; in 1901, the next and last census year, there were raised 1,532,075 bushels of grain, 457,845 bushels of potatoes and 114,100 head of cattle.

The population increased from 38,281 in 1891 to 49,765 in 1901.

Since the success attendant upon the opening to settlement of the Lake St. John district, increased attention has been given to the question of northern colonization in both Ontario and Quebec. In the last-named province a colonization road running from Ottawa 83 miles north up the valley of the Gatineau Valley has been constructed, resulting in a considerable development of that district. Another road, 124 miles long, has been built to Nominingue, a point in the Laurentian Mountains north-west of Montreal. Four shorter roads have been run into the mountains from the main line of the C.P.R. between Montreal and Quebec. Roads are projected to extend and connect the northern terminals of these roads. A new road (the Great Northern), 200 miles in length has been built within the last few years to connect some of the principal points in the northern Laurentian district directly with Quebec and Montreal. In Ontario a provincial government line from a point on the C.P.R. is being pushed into the Temiskaming district. In Manitoba and the North-West, numerous railways into the great unknown north are projected or actually under construction. Owing to the absence of mountains, and to a considerable extent, to the fact that the original means of communication with the prairie district was via Hudson Bay, much more is known of the northern portions of Manitoba and the North-West Territories than of the corresponding portions of Ontario and Quebec. During the past two years the whole question of the value of Northern Canada has come to be a live issue in Canada owing to the adoption by the Dominion Parliament of the Government's plan for the construction of the Grand Trunk Pacific Railway, whose line will cross the continent considerably further north than any existing railway.

And now as to some of the authentic data concerning New Canada:—

Before leaving Ottawa to undertake an investigation of the fisheries and other resources of Hudson Bay, Mr. A. D. Low, of the Geological Survey, made the following statement regarding the resources of the Hudson Bay Basin:—"After spending six seasons employed on Government surveys and explorations in the Hudson Bay Basin and Labrador, I am convinced that the re-

sources of the Hudson Bay Basin are of paramount importance to the Dominion of Canada. I insist on the great value of the Hudson Bay resources," he added.

"Oats and barley can be cultivated on alluvial and marine clay and other drift deposits, which constitute the soil as far north as Fort George. Wheat can be cultivated as far north as Moose Factory, at Rupert's House, and likely also at Albany. Vegetables grow freely as far up as Fort George. Potatoes and other vegetables grow freely on Trout Lake. There is fine land east of Lake Winnipeg after the first one hundred miles are crossed. All that this section of country needs is draining to enable it to produce abundantly. From the Height of Land good agricultural land exists, and the country is also well timbered with big spruce.

"The east side of the Hudson Bay Basin is a pretty flat country, whilst the western side of the bay is very flat. There is a belt of from twenty to one hundred and fifty miles inland from the waters of the bay on the east side, which carries surface deposits of clay, sand and gravel, good soil, forming a sloping plain of marine submergence or embayment similar in origin to that of the St. Lawrence Basin but much more extensive, especially on the south side.

"On the south and west sides we have a strip of 200



(Engraved for "The Book of Canada.")

"Where earth and skies do meet."
On the C.P.R.

miles of excellent flat land, overlying flat-lying beds of limestone and Archæan rocks, and forming a zone around the bay. When this country is drained and opened up it will produce a fine agricultural country. It will possibly take some time, but it requires drainage and the timber to be cut The first settlers will have trouble, as in this portion of Canada (Ottawa) when the forests were being cut, with summer frosts, but these will diminish and cease as the country is opened up and the forests cut, and the lands drained.

"As to the mineral resources, iron occurs in abundance. More research will reveal valuable deposits. I have every confidence that minerals of economic value will be discovered throughout this basin which will prove of great value.

"In James Bay, trout, whitefish and rock or Hudson cod occur. Sturgeon is in the rivers as far as Fort George on the east side, and as far as York on the west side of the bay. North of James Bay, the same fish, trout, whitefish, rock cod and sturgeon occur, along with salmon (the "arctic salmon") in large numbers. No true salmon is known in Hudson Bay. The arctic or Hudson Bay salmon is equal in flavour and flesh to the British Columbia salmon. It is not at all unlikely that the true cod also occurs in the Hudson Bay. The investigations which we are now about to undertake in that bay will determine."

Mr. Low was very keen on the subject, and insisted on the great value of the resources of that great bay and of its surrounding shores, thickly covered for long distances inland with soil capable of supporting abundant vegetation.

A letter from Dr. Bell, of the Geological Survey Department, Ottawa, dated March 7, 1887, addressed to J. G. Scott, Esq., Quebec, contained the following:

"I consider portion of the territory southward of James Bay is fit for settlement. My own explorations have not extended eastward of the basin of Moose River. In that basin a great deal of good land is found between the watershed of the great lakes and the commencement of the low, level country to the southward of James Bay. This would comprise about one-third the region between Lake Superior and James Bay. The soil is mostly brownish, gravelly loam and light coloured clay, with sand in some parts. In the coniferous forests, when the ground is level, the surface is apt to be covered with deep moss, but when this timber is burned off and replaced with deciduous trees the ground is dry.

"The summer and winter temperatures resemble those of the county of Rimouski. The summers not so hot, nor the winters so cold as at Winnipeg. The average snowfall is about three feet, or a little more, still, not quite so great as about the city of Quebec.

"Potatoes and all other kinds of root crops have been found to do very well. Hay also grows luxuriantly, barley would, I think, be a sure crop every year, and rye could also be grown with advantage. Barley is sown every year at Moose Factory and Rupert's House, and it has ripened well every year that I have visited these parts. Still, it is said to fail some years. However, these places are much further north than the region I have indicated, and what is worse for them, they are near the sea, which is said to have unfavourable influence in the autumn. Mr. John McIntyre (now at Port William) says he has ripened wheat at Missinabie and New Brunswick House, within the above area. I have had experiments tried at New Brunswick House and at Norfolk, on the Abitibi, with a great variety of field and garden seeds, and the results proved that this region is capable of growing anything which can be raised, say, in the county of Rimouski. I regard the region as well suited for stock raising and dairy farming, and it is not unlikely to prove fit for grain also.

"The soil at Moose Factory is heavy and cold, still vegetables, etc., grow successfully here. Among the kinds may be mentioned potatoes, beans, pease, turnips, beets, carrots, cabbage, onions, &c. As showing the absence of summer frost at Moose Factory in 1887, I mention in my report that on our return to Moose Factory from the north in the end of September we found that there had been no frost there all summer and the most tender plants, such as beans, balsams, melons, cucumbers, tobacco, the castor oil bean, &c., growing in the open air, were quite green and flourishing. That summer was, however, probably a finer one than usual."

Mr. E. B. Borron, of the Geological Survey in a report, writes:—

"Those who think that the weather is always raw and cold on the coast of James Bay, may be surprised to learn that a few days before my arrival at Moose Factory, the thermometer recorded nearly 92° of heat in the shade. As this is one of the stations for taking meteorological observations, both the instrument and the reading was doubtless correct. At Albany, I was assured by Mr. Broughton that it was 94° in the shade. As regards the climate in the Height of Land, there is, I am persuaded, also a good deal of misconception. Unfortunately, although there are several on the coast of James Bay and one at Martin's Falls, there are no meteorological stations, so far as I know, on or near the Height of Land between the Great Lakes or even the Ottawa Valley and Hudson's Bay, so that it is difficult to obtain reliable information on the subject. I will give, however, a few facts which have come under my own notice this season, calculated to throw a little light on this point. Matawagamingue Post, where I arrived on the 15th of July, is situated according to the observation of Mr. Austin, C.E., about latitude 47° 59, and longitude 81° 20. It is, according to Dr. Bell, not less than 1,200 feet above the level of the sea, and may be fairly assumed to be on the northern part of the plateau forming the Height of Land. At that date potatoes of a variety called by Mr. Rae "the blue potato," were just coming into blossom and promised to be a good crop. This is, I think, nearly two weeks earlier than they usually blossom at Moose Factory. Kidney beans were good, and promised an early crop. A plot of Swedish turnips was also very forward and looking well. Even pumpkins had every appearance of attaining maturity."

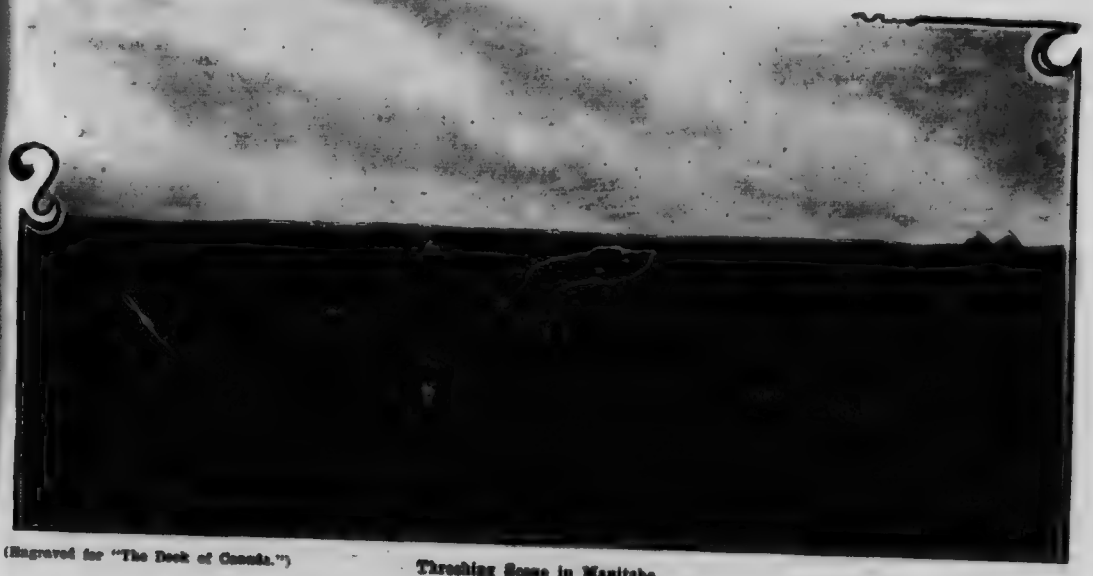
Mr. H. O'Sullivan, C.E., Inspector of Surveys of the Province of Quebec was in 1897 entrusted with the exploration of the country between Lake St. John and

James Bay. The following extracts from his reports are interesting:—

"The Height of Land or summit between the St. Lawrence and James' Bay waters, in this region, may be more properly called a vast elevated, gently-rolling plain; there are no high mountains or deep valleys, the different waters interlock, and I venture to say that some of the lakes may discharge both ways during spring freshets. The country between Lake Chamouchouan and the Height of Land is sandy loam, well wooded with black and grey spruce, tamarac, bouleau, &c., from 8 to 16 inches in diameter, a vast improvement on the country between there and the surveyed townships of the Lake St. John Basin, which is mostly all second growth, since the conflagration of 1870.

"We passed through several large and beautiful lakes, unknown to geography on the nameless river we followed from the Height of Land down to its junction with the discharge of Lake Chibougamou. One of these lakes is about thirty-two miles in length, with many winding bays and beautiful islands. Its shore line measures over 200 miles, and is generally well timbered with large white and black spruce, tamarac, poplar and bouleau, &c. Some of the spruce here is over two feet in diameter, and from seventy-five to ninety feet in height."

"It is surprising to see the fine vegetables and grains grown here (At the Hudson Bay Post at Waswanipi). The factor gave me samples of wheat which he had grown from seed raised there the year before, and other



(Engraved for "The Book of Canada.") Threshing Scene in Manitoba.

"Unless that the climate of that elevated region should prove unfavourable, there is a great extent of land fit for settlement in the environs of lake Chamouchouan, and between there and the Height of Land. I never saw such an abundance of gooseberries and currants as along the rivers here; the currants were remarkably large, clear-skinned, and most delicious in flavour, superior to any garden currants I ever tasted; they were fully ripe about the beginning of August.

"The moment we begin to descend the opposite slope (going north) both soil, timber and climatic indications visibly improve. The geological formation along the Chamouchouan River and over the Height of Land is gneiss and granite, but about ten miles beyond the watershed, we strike the Huronian rocks, and thence onward, we generally find rich clay soil with alternate outcroppings of sedimentary rock gneiss, granite and syenite.

wheat which he had grown from seed obtained from the agricultural farm at Ottawa. They are equally good, and can compare favourably with wheat grown in any other part of the province. The surrounding country is all level, rich clay land. Myself and assistants had a swim in Lake Waswanipi on the 9th September, and found the water warmer than we found that of Lake Chigobiche, in the middle of August."

"I found by a mean of two observations, one of the sun at its meridian passage, and one of polaris at upper transit, that the latitude of Rupert House is 51° 29, 25° North. In the virgin forest, spruce, fir, tamarac, and cypress or Banksian pine are the chief conifers, while the deciduous trees are limited to poplar of different varieties, white birch, willow, alder, hazel, pembina and similar undergrowth, with occasionally black ash along the river and lake shores."

"Nearly all the metals are found in the Huronian

formation bordering on the Laurentian, and although I did not find anything of sufficiently remarkable importance to attract public attention in this hour of Klondyke fever, I have no doubt that a more thorough examination of the country I passed through between the Height of Land and James Bay, will result in the discovery of minerals of economic value. In some places magnetic iron is sufficiently abundant to turn the compass needle nearly end for end."

Mr. Walter McQuat, of the Geological Survey, in a report on the Abitibi district, writes:—"Several acres of clay soil are cultivated at the Hudson Bay Company's post at Abitibi, and with satisfactory results. The only crop grown at present is potatoes; but I was informed by the man who has charge of the farming operations (a French Canadian, who has been more than 30 years at Abitibi, but was brought up as a farmer near Sorel, in the Province of Quebec) that several other crops, including wheat, had been tried in former years, and with such results that he is inclined to insist that all the ordinary cereals can be cultivated as successfully at Abitibi as on the St. Lawrence. Such an opinion from a man who has been for so many years practically engaged in the cultivation of the soil, is worth recording, and ought to be reliable."

At the session of the Ontario Legislature in 1902 the sum of $40,000 was voted for that part of the Province lying between the Canadian Pacific Railway and James Bay. Early in the summer ten exploration parties were organized and sent out by the Department, each being assigned a different and distinct section, and while it was not anticipated or hoped that they would succeed in penetrating every corner of so extensive a region, yet it was expected that enough would be learned to show that in the region north of the Height of Land, dividing the James Bay from the St. Lawrence River waters, there are great areas of fertile country and immense forests of spruce and pulp-woods.

The result of the exploration is that a tract of arable land has been found north of the Height of Land, stretching from the Quebec boundary west across the districts of Nipissing, Algoma and Thunder Bay, comprising an area of about 24,500 square miles, or 15,000,000 acres. The soil is a clay or clay loam, nearly all suitabe for farming purposes, and the region is watered by the Moose and its tributaries, the Abitibi, Mattagani and Missinaibie, and the Albany and its tributaries, the Kenogami and Ogoke. Along this latter stream alone, about which nothing was known, a tract of good land was found extending on both sides of the river for a distance of over forty miles, and in the district of Rainy River, between the survey townships around Dryden and Lac Seul, another extensive area of good land was found, about 600 square miles, or 384,000 acres in extent.

This region lies for the most part south of the 50th parrallel of latitude, which crosses the Province of Manitoba near Winnipeg, and its climate will not differ much from that of the latter province. Crops of grain, potatoes and other vegetables, and even small fruits were found growing as far north as James Bay.

The resources of the Peace and McKenzie R basins were examined by a select committee of Senate of Canada, and a report of the same was lished by the authority of the Dominion of Canada 1888. According to said report, there is a pos area of 456,000 square miles along the McKenzie R suitable for the growth of potatoes, 407,000 squ miles suitable for the growth of barley, and 316, square miles for the growth of wheat. There is a toral area of 860,000 square miles, 26,000 miles which is open prairie with occasional groves, the mainder being more or less wooded, and 274,000 squ miles, including the prairie, may be considered arable land. The difference of latitude makes corresponding difference in the climate; flowers blo as early in spring and as late in autumn at Gr Slave Lake as at Winnipeg, or St. Paul and Minnea lis. The prevailing south-west or Chinook winds r der the climate along the Peace and Liard Rivers as m and salubrious as that of Western Ontario. Whe ripens along the McKenzie River under the Arc circle, a thousand miles farther north than Rup House.

It is estimated that the marine sediments of the Hu son Bay basin, consisting of clay loam, sandy clays a various other soils and surface deposits, fit for agricu ture, is at least twice the area covered by the agricu tural lands in Ontario between Ottawa and Lake S Clair. The Laurentian Hills, which will ever be source of immense revenue to the country, not onl from their valuable timber limits, and capabilities fo producing more when re-forestation on a large scale established in this country, but also from their untol mineral resources, and unlimited water power, formin a comparatively narrow belt of rugged hills, separat two distinct agricultural basins, the larger of whic lies to the north, and has as yet been unexploited b the husbandman.

According to the report of Prof. Ami, of the Geo logical Survey:—"The new railroad will widen the eastern belt of habitable land, and as soon as the coun try realizes the immense wealth which is lying dormant in the great undeveloped basin south of James Bay, where practically all the cereals can be raised successfully which are now raised in the provinces of Quebec and Ontario, so soon will its people seize and inhabit the same. The instant the railway is built, so soon will population crystallize itself along that axis, and inasmuch as the country north and south of the railway is fit for agriculture and considerable lumbering, its products will supply abundant material for shipment. There is no doubt that the character of the country, soil, climate, mineral resources and general conditions are such as to warrant its settlement."

In fact it looks as though the opening up of the new Canada to the north to the enterprise of man will be as important an event in the world's history as the rendering accessible to settlement of the vast prairies of the West.

CANADA'S CLIMATE

CHAPTER IV.

A Subject About Which an Amazing Amount of Misconception Exists.

ONE of the greatest obstacles Canada has had to overcome in promoting the colonization of her great domain has been the world-wide opinion that this is a dreary waste, subjected constantly, throughout its entire area, to weather of Arctic severity, and for the most part suited only to the occupations of the trapper and hunter. As a matter of fact, although Canadian winters are longer than those of Great Britain and although the thermometer records much lower winter temperatures in Canada than in England, Ireland and Scotland, the Canadian winter climate is more conducive to human health, and even comfort, than the British; and the frost and snows of the Canadian winter, far from being a drawback to the agricultural development of the country are in reality most valuable handmaids of the husbandman. And the greater length of the Canadian winter is amply compensated for by the sustained genial temperature and length of the summer season, the intervening seasons of spring and autumn being very short. Much of the popular misconception which once prevailed as to the Canadian climate is disappearing under the influence of the unmistakeable proofs as to its salubrity afforded by the constantly increasing volume of its exports of fruits, grains and other agricultural produce. Important modifications in the world's conception of the Canadian climate will have an important influence on the opening up of new Canada.

Just at this time something like a detailed statement regarding the climatic conditions which prevail throughout Canada is interesting.

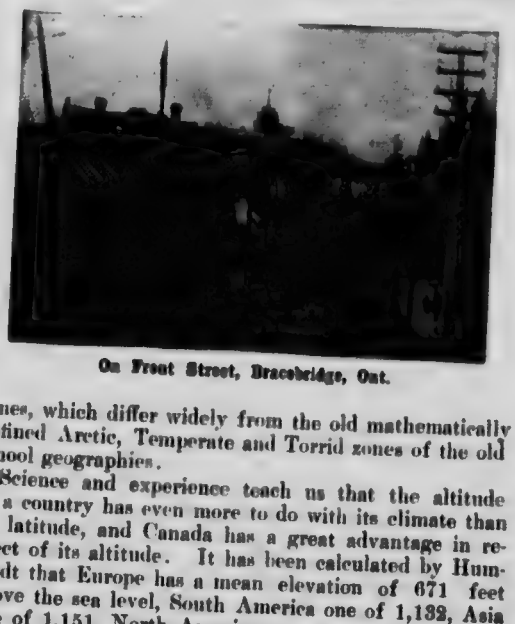
As Canada extends northerly to the very pole, there is no doubt that there are many hundreds of miles of snow and ice within Canadian territory, but the vast habitable portions of the Dominion enjoy an exceptionally fine climate, which even throughout the greater part of the regions where low readings of the thermometer take place during the winters, is kindly if frosty. Owing to the absence of humidity in the atmosphere, temperatures of twenty degrees below zero in the northern parts of Ontario, Quebec and Manitoba are more tolerable than temperatures of fifteen or even twenty degrees above zero, in the raw, moisture-laden atmospheres of Britain, France, Germany and the Atlantic States of America.

Canada has a great variety of climates. Those of the Maritime Provinces, except the northern part of New Brunswick, approximate very closely to that of Great Britain. The climate of British Columbia, except on the higher plateaus of the mountains, is milder. Throughout the whole of Alberta which is Canada's great ranching country, horses, cattle, and even colts and calves, remain out on the ranges without the least attempt at artificial shelter, the whole year round. In the Niagara Peninsula of Ontario the temperature resembles that of the south of England, or that of France, and such tender fruits as peaches and apricots attain their greatest perfection in the open air. In northern, midland and eastern Ontario, and Quebec, there are four winter months—December, January, February and March—during which the temperature is liable to fall to twenty degrees below zero and to remain there for two and even three days, but it is seldom that there are more than three or four spells of zero weather during any one winter. As a matter of fact, the temperature during these winter months in Montreal is as often above the freezing point as it is below zero. The average mean temperature for the year in Montreal is forty-five above zero.

Canada has, in fact, all the climates of Europe, from the Mediterranean to the Arctic Ocean; as might be expected, seeing that the Dominion extends from the latitude of Rome in Italy to that of North Cape in Norway, and is of almost equal area.

In tracing the laws which govern the superficial temperature of the earth, it will be found that there are two classes of causes, viz., those resulting from celestial relation, and those depending on geographical position. The former, which may be called the primary constituents of climate, result from the globular figure of the earth, its diurnal motion upon its axis, and the obliquity of its motion in an elliptical orbit in regard to the plane of the equator. The secondary constituents are, the position of the place on the surface of the earth as regards elevation above and distance from the sea or other water areas, and other causes.

The former arbitrary division of the surface of the earth into five zones, as regards its temperature, has been superseded, in scientific enquiries, by a more precise arrangement. Places having the same mean annual temperature are now connected by isothermal lines, and the spaces between them are called isothermal



On Front Street, Bracebridge, Ont.

zones, which differ widely from the old mathematically defined Arctic, Temperate and Torrid zones of the old school geographies.

Science and experience teach us that the altitude of a country has even more to do with its climate than its latitude, and Canada has a great advantage in respect of its altitude. It has been calculated by Humboldt that Europe has a mean elevation of 671 feet above the sea level, South America one of 1,132, Asia one of 1,151, North America, as a whole, 748, and Canada only 300 feet.

The ascent westward from the Atlantic Ocean to Lake Superior does not average more than six inches in a mile; and even this ascent is not markedly noticeable till we proceed a considerable distance westward. Montreal, the head of ocean navigation, and which is reached only after passing over several hundred miles of fresh water, is at low water but eighteen feet above the level of the sea as it rolls under the lighter fresh water along the bed of its great estuary.

The low altitude of Canada is favourable to its climate and vegetation. Were the plateaus, on the north coast, much elevated, vegetation would be confined to the mosses; and the animal life to the few hardy, thick-furred, thinly scattered animals who could remain to nip them. All the long gentle slopes descend towards the Atlantic, and all the short and rapid slopes, or counter slopes, are directed towards Pacific. The land in Canada ascends in a series plateaus as we approach the interior, and we reach Height of Land, as it is termed, on the south side Hudson's Bay.

In considering the climate, Canada, as compared w that of the interior of North America as a whole, must be borne in mind that the continent, which nearly two miles high in Mexico, spreads out like a f northward, retaining a high altitude through the Unit States, but falling to 800,600, and even to 400 feet Canada; that one mile in height (5,280 feet) causes fall of fifteen degrees in temperature. Hence t anomaly of a milder climate being reached by goi north.

The St. Lawrence and its lakes are estimated to co tain 12,000 cubic miles of water, or more than half t fresh water on the globe. This is exclusive of t rivers and lakes of the north-west, some of which—bot lakes and rivers—are in extent, although not in volum of water, equal to the St. Lawrence and its lakes These vast bodies of water have a great and beneficia influence in tempering the heat of summer and the col of winter.

In examining any good map of North America, th observer will be struck with the thousands of lakes i Canada, and their almost entire absence in the Unite States, except in the northern part, and that connecte with the St. Lawrence. West of the Mississippi, es pecially through all the central parts of the continent there are no fresh water lakes during the summer, while in Canada, from the Atlantic to the Pacific, they are everywhere met with, beautifying the scenery, supplying wholesome water, and abounding in excellent fish.

The volume of water in the lakes and rivers of a country is a somewhat accurate measure of the rainfall over the evaporation. The great desert of Sahara is almost entirely without rivers and lakes, and is also called the "riverless region." In the deserts, and in the districts of summer droughts within the United States, the rivers, in summer, are dry and low, and the few lakes mostly salt. In such regions the evaporation in summer exceeds the rain-fall. The contrast is attributable to causes favourable to the health and agricultural capabilities of the nortnern country; these are the greater rainfalls and more moderate summer temperatures.

Canada's countless lakes and rivers add greatly to the salubrity of the climate. The cool, humid breeze from these great bodies of fresh water modify and temper the heat of summer; and the larger ones never freezing, soften the severity of winter. The numerous lakes and rivers in Canada are the expression, the index, of the surplus of the rain-fall over the evaporation. Even east of the Mississippi, in the latitude of Baltimore and Washington, where the rain is 10 to 13 inches in summer, the evaporation is so great—twice the amount of rain—that the smaller streams fail; but in the more moist, cool atmosphere north of the St. Lawrence, the water remaining in the ground from the melting of the snows in spring, with the summer rains, supplies moisture to the roots of plants and trees, while at the same season of the year

the ground is dry and parched in the countries just named.

Fully one half the area of the United States lies west of the 98th meridian. Having four to five months—the agricultural months, be it remembered—without rain or with an insufficiency, it is mostly devoid of vegetation, except the cactus in the south, and the artemisia, or sage of the desert, in the north, true indices of a rainless region. As an agricultural country it is worthless, except where artificial irrigation can be made to supply the deficiency, supposing water could be got for that purpose. Even then the saline properties of the soil would, over vast areas, be destructive to vegetation.

Professor Wharton, a United States writer, some years since, maintained that they had reached the limits westward of arable land; and this is the testimony of every traveller over those regions. Emigration must now turn north-westward, from the country of summer droughts to that of summer rains, in the great fertile valleys of Canada.

Blodget (chapters 4 and 5) compares the deserts which lie between the Mississippi and Pacific with the deserts of Africa and Asia. He shows that on both continents a desert belt extends, in general terms, from the sea on the west, at 25° to 30° north latitude, north-eastward to the centre of the Continent or beyond.

It has been shown that there is this difference between the desert and semi-desert areas in the central and western parts of the United States and the deserts of the Old World. The desert of Sahara being checked in its northern sweep by the Mediterranean Sea, the arid region does not rise so high in Europe as in America, which has no such water to the north; but east of the Mediterranean the desert goes as high as in America.

In accordance with the diversity in the physical geography of the country we find that on the sea coast of the Maritime Provinces the influence of the ocean modifies the range of the thermometer and the mean temperature of the seasons. Advancing into the interior, the extreme range of temperature increases, and



(Engraved for "The Book of Canada.") On the Line of the New Dominion.

the seasons are violently contrasted. Having come within the influence of the lakes, a climate like that of the seaboard is found; and proceeding into the region beyond the modifying agency of these inland seas, an excessive contrast of climate is again exhibited.

The effect of the Pacific Ocean on the temperature of British Columbia is equally marked. West of the Coast Range of mountains the climate is mild and genial, much like that of many parts of England, where the holly, laurel, rhododendrum and the yew flourish with the apple, pear, plum and cherry, and in some districts, the peach. In those parts of the province between the coast range and the Rockies there are many fine valleys more or less utilized for farming and ranching. In some of these the rainfall is not sufficient to admit of the successful cultivation of crops without irrigation. There are, however, many mountain streams available for this purpose, and on some of the ranches very fine crops of grain are grown, and excellent fruits, especially apples, plums, and sometimes, pears.

While the climate of the coast district, especially near the seaboard, is much like that of the north of England, it gradually changes as one proceeds eastward from the coast, the summer becoming warmer and the winter somewhat colder as the distance from the ocean increases. The annual precipitation at Agassiz, which is about 70 miles east of Vancouver, is about 67 inches.

Extended areas in Canada have climates not dissimilar from Western and Central Europe; the chief difference being more heat and more rain in summer—all important elements in climates. Toronto (lat. 43° 39) has nearly the summer of Berlin and Paris (lat. 40° 50); Hamilton (lat. 43°), Montreal (45°), and Quebec (47°), that of Bordeaux in the South-West of France (lat. 44°). But the summer rains in Canada are at least one-third more than in Western and Central Europe (Berlin seven inches, Paris and London six inches). Throughout the valley of the St. Lawrence we may put the rain-fall for the three summer months at from eight to ten inches, many parts of it, with Manitoba and British Columbia, having nearer twelve than ten. With the greater heat, which causes a rapid evaporation, growth of vegetation throughout these districts is rapid and prolific. The few weeks of spring and early summer, being cool, favour the cereals and grasses, and the higher summer temperatures the semitropical plants and fruits; hence the great variety of our products, and the great fertility of the soil. The whole family of the cucurbitaceae—the squash, the pumpkin, the melon, the cucumber, &c.—come to maturity in the open fields throughout the valley of the St. Lawrence and lakes, as also on the Red, Assiniboine and Saskatchewan Rivers. Indian corn, or maize, which will not ripen in England and seldom in Paris (lat. 48° 50), is a field crop over vast areas in the valley of the St. Lawrence and even in the North-West matures as high as latitude 54°, north of the parallel of Liverpool,—and this cereal requires a summer temperature of 65° degrees with one month at 67°. So exacting is it as to temperature, that it often fails to ripen in the north of France through a deficiency of half a degree.

Canada, as a wheat-growing country, may be compared with Central Russia. From the valley of the Saskatchewan, and from far down the Mackenzie River in the North-West, to the Pacific; and along the huge chain of Canadian lakes and rivers, wheat of a whiter, harder and finer description that that of Great Britain is grown, inferior in gluton only to that cultivated near the shores of the Mediterranean. Quebec agrees in mean annual temperature with Christiana, yet wheat, scarcely ever attempted in Norway, was for years the staple of the Province of Quebec.

Wheat is grown with success in latitude 60° 5, near the borders of Great Slave Lake, where the summer temperature is 65°, that of London being 61°. Bishop Tache found it growing up to 62° on Great Slave Lake, and farther west, it ripens at a higher latitude. It grows freely on the banks of the Saskatchewan in latitude 54°, and luxuriantly in the valleys of the Assiniboine and Red Rivers. Sir John Franklin found Indian corn ripening in latitude 54°. Barley ripens well at Fort Norman in latitude 65° (400 miles north of the Orkneys and the capital of Sweden, and 350 miles north of the capital of Russia). South of latitude 60° 5, where wheat ripens well, we have an area in Canada probably greater than the entire arable land of the United States, and yet, 5° north of this, barley ripens, potatoes and turnips grow, and luxuriant native pastures exist. No doubt when these northern countries shall have been cleared of the forest and the land drained, these plants will here, as in Europe, go to a much higher latitude.

The latitude of Ontario nearly coincides with the north of England, yet the grape, the peach and the apricot come to as much perfection as in their native soil. Even rice is found growing wild. In this respect, British America seems not to fall short of European countries within the same latitude. Its winter cold, at the same time, enables it to combine the products of the northern with those of the northern temperate climates.

On reviewing the difference between the climates of Canada and of Europe, we observe that the difference is mainly caused by winter. Mr. Murray, speaking of the difference, says:—"With respect to climate, this country exhibits, in many particulars, a striking dissimilarity to Europe. In the first place, the mean temperature is much lower under the same latitude; and this remark applies to the whole of North America. Thus Quebec, in 46° 49, has almost the same latitude with Nantes in 47° 13, yet the mean annual temperature of the former is 47° 74; of the latter 54° 68—a difference of nearly 13°. Edinburgh and Copenhagen, though more than 9° further north than Quebec, exceed it in mean annual heat—the one by 6° and the other by 4°.

The Hon. Sir William Hingston. M.D., in his valuable work on "The Climate of Canada and its Relations to Life and Health," published in 1884, says:—

"In Canada the cold of winter is severe without being destructive. The sharp, clear, bracing cold is more easily and more agreeably borne than is the humid, raw air of March and October. The cold, during winter, seems to be more superficial, as it were, and to call into activity the capillaries on the surface of

the body. The skin reddens, and there is almost an irresistible desire for exercise; not as during the cold, wet season of other climes, where the only movements to which one feels impelled are involuntary; when people stand and shiver.

"It might, at first thought, appear that the temperature of Canada, rendered low by its geographical position, would affect the human constitution much as in those countries where the temperature is rendered cold by their great altitude.

"That the cold of winter is severe, without being destructive, I may state that northern voyagers have been accustomed to pass many days in the open air in districts where the ice in the rivers was frozen to the very bottom; where the few stunted spruce or fir trees were insufficient to afford shelter; and where an upturned canoe, or sledge, or piece of canvass was made to do service in affording a screen behind which the men could sleep or take their morning or evening meal. To them it appeared incredible how people perish of cold in Great Britain. But the sky is clear; the air is dry; although the temperature, as registered by the thermometer is low. A much higher temperature, charged with moisture, would quickly penetrate to the centres of circulation and of life."

The intensity of cold and heat can be ascertained with absolute exactness by thermometer readings, but these afford no idea of the effect of the temperatures recorded upon the human system. It is not the mere heighth or lowness of the temperature, so much as the humidity or dryness of the atmosphere and the prevalence of winds, that decides the degree of comfort or discomfort, and the healthfulness or unhealthfulness of a climate. In the parts of Canada where the thermometer registers the extremes of heat and cold, the air is normally remarkably dry and rarified, and in



C.P.R. Hotels along its Line.

Manitoba and the northern parts of the older provinces, temperatures of thirty and forty below zero are less felt by a well-clad person than are those a few degrees below freezing point in the moisture laden atmospheres of Britain and other maritime countries.

One thing which makes the Canadian winters so much more endurable than are the corresponding seasons in milder climates is, that Canadians are always prepared for the cold. Their houses are specially built for the climate, and nowhere in the world does the science of domestic architecture attain such a complete success in Canada. In the hottest days of summer Canadian houses are cool; in the coldest days of winter they are warm—too often hot. Draughty halls, cold floors and chilblains are unknown in Can-

ada. The Winter Palace and other public buildings in St. Petersburg are heated by a Canadian hot-water system constructed by Canadian plumbers. Canadians who have spent one winter in the draughty, improperly heated houses and hotels of Europe, will never repeat the experience if they can help it.

The temperatures of the summer months are those of chief importance in agriculture and horticulture. The winters have no unfavourable effect upon plants, for the maturity of which the summers are long enough and warm enough; nay, the intervention of winters, such as prevail throughout Canada, with the temperature low enough to secure a covering of snow, is good both for the plant and the soil. The frosts of winter, too, says a Scotch agriculturalist, who has long been a practical farmer in Britain, leave the land in a friable state and in better order than any number of ploughings could make it. The winter grains, the grasses, the roots of trees, and especially of shrubs, are protected from the wind and the sun; the soil, too, being covered with snow till the sun is warm enough to start vegetation, is not dried up, as we find it in Southern Europe, in late winter and early spring.

In the spring and summer the whole of Canada is like one great garden of wild flowers, including several varieties of briars and roses, are quite as common as they are in England, and Canadian gardens produce practically all of the varieties of bulbs and bubaceous flowers which grow in England and Scotland. If anything, Canadian wild flowers revel in richer colors than those of England, but they are not so fragrant. Thanks to nature's generous covering of snow, such garden roots as rhubarb, asparagus, artichokes, mint, parsley, etc., etc., pass through the winters with more uniform success than they do in countries where there is less snow and the winter weather is less regularly maintained.

Canadian summer temperatures, necessarily varied over such a vast region, may be stated to vary between 60° to 70° (Halifax, 60° 8, Fredericton, New Brunswick, 64° 6; Quebec, 69° 1; Montreal, 70° 8; Toronto, 67° 8; Ancaster, near the head of Lake Ontario, 65° 1; the Muskoka country, 100 miles north of Toronto, 68° to 69°; Manitoba, 67° to 70°; Vancouver, 61° 5). The summers of Illinois, Missouri, Kansas, and the whole country east and north-east of the deserts, are ten to fifteen degrees higher than the best districts for the grains and grasses. Central Illinois has a summer of 74°; Ohio, 70° to 74°; Iowa, 72° to 78°; Kansas and Missouri, higher still. These temperatures are ten degrees too high for wheat, barley, &c., and the cultivable grasses. Hence the beginning of the summer heat is the end of the further growth of these plants; they immediately wither up. Add to this the prolonged summer droughts, the arid winds, the devastating tornadoes, and the other attendants of such prairies, and we have a climate destructive of the great staples of the temperature zones.

Canada has considerably more sunshine than Europe. It is a country of bright skies, and when summer comes, with its long, sunny days, the grains ripen quickly. On the western prairie there are, on the average, two hours more of sunlight each day during summer than in England. The further north you go the longer the summer days. During the month of June, 1885, the writer of these lines happened to be in the beautiful district between Fort Pitt on the North Saskatchewan, and the Beaver River, some sixty miles to the north. So late did the sun set that it was possible to read without artificial light at ten o'clock. The long days assist in the rapid development of the crops.

An observant English visitor to Canada (Marshall) had this to say about the effect of the Canadian climate upon the people of the country:—

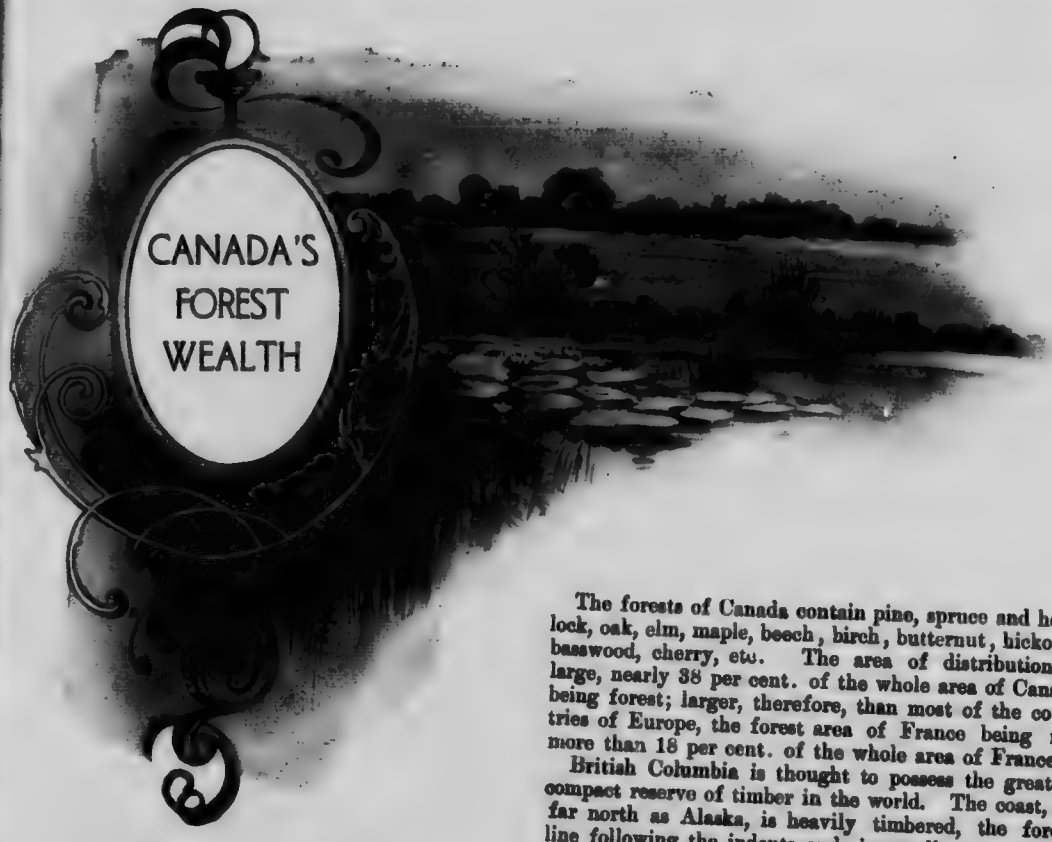
"I am pursuaded that the climate of Canada is one of the healthiest in the world. It is expressly fitted to develop a hardy race. For the bringing up of a young family, it is to be preferred very decidedly to the climate of almost all the states of the Union south of the chain of Canadian lakes. The fact of the generally healthy condition of the people, the splendid development of the men, the preservation of the English type of beauty of the women, may be taken in proof of the excellence of the climate."

"The American and Canadian peoples are fast becoming sundered by the development of distinct types of national character. The races are here forming side by side. The Canadians are still strictly Anglo-Saxon (or Anglo-Norman). In so far as the climate is changed at all, it is by a return to the severity of northern regions, from which the Scandinavian peoples came. The old races bid fair to obtain a new vigour. The Canadians, as a rule, are hardy, well developed, fresh coloured; they love the country and the life of a farmer (the Canadian farmer is mostly a landowner, and not like the European farmer); they are fond of field sports and of vigorous exercises; they are all born soldiers, and learn to handle the rifle well. They are like the English of past generations. They are the most military people on the globe, with the doubtful exception of those of Prussia."

"The American people, though distinctly Teutonic, is ceasing to be Anglo-Saxon or English. It will soon become, if indeed it is not already, a nationality of more mingled elements than ever the world has known before. It is impossible to travel east and west without perceiving that changes from the old English type have taken place.

"The Canadian are eminently English. They speak the language as we do, with no noticeable change of accent. They are jealous to a fault of the English honour, and proud of the English fame and power. In race they are wholly one with us. Climate has fostered, not changed, the national characteristics. They are conservative of the old traditions of English liberty, and honour, and national greatness. They are the English of the English."

Every section of Canada's vast territory is blessed with even climatic conditions, with regular snowfalls in winter, with regular rainfalls and regular periods of sunshine in spring, summer and winter. The people of every part of Canada are assured against the possibility of drought, and are spared the terrors and devastations of the tornada. They are prepared to put up with a few unpleasantly cold days in midwinter.



CHAPTER V.

Canada's Vast Forest Wealth and Lumbering Industry.

IT is absolutely impossible to estimate the value of the forest wealth of Canada, for there are large forest areas still unexplored; but from accurate data available it is known that Canada can provide the world with its supply of lumber and pulpwood for generations to come; and where the primeval forests have been cleared by the operations of the lumbermen new forests are springing up. Timber was long the staple article of Canada's export trade, but with the development of the country, it now ranks after the product of the farm, but the trade is, and must always remain, one of great importance. There are about thirty-five kinds of trades or industrial pursuits which derive their material from the forests of the country.

Taking logs, lumber and other products of the forest, the total exports in 1868 amounted to $18,800,000, and in 1903 to $36,430,000. In the same years the exports of Canadian farm products increased from $19,700,000 to $114,500,000.

The forests of Canada contain pine, spruce and hemlock, oak, elm, maple, beech, birch, butternut, hickory, basswood, cherry, etc. The area of distribution is large, nearly 38 per cent. of the whole area of Canada being forest; larger, therefore, than most of the countries of Europe, the forest area of France being not more than 18 per cent. of the whole area of France.

British Columbia is thought to possess the greatest compact reserve of timber in the world. The coast, as far north as Alaska, is heavily timbered, the forest line following the indents and river valleys and fringing the mountain sides. The wooded area is estimated at 285,000 square miles, and includes many kinds of timber. The Douglas spruce is the show tree of British Columbia, and indeed Canada.

Of the 340 species of trees found on the North America Continent, 123 grow in Canada, 94 occuring east of the Rocky Mountains and 29 on the Pacific coast.

In addition to the forest belt which is in the provinces of Nova Scotia, New Brunswick, Southern Quebec, Southern Ontario, Manitoba and British Columbia, there is the great northern forest of Canada which stretches from the Straits of Belle Isle round by the southern end of James Bay, to Alaska a distance of about 4,000 miles, with a breadth of some 700 miles.

Putting the wood lands of the Province of Quebec down approximately and in round figures, at 225,000 square miles, it can be imagined upon what an almost unlimited scale the lumber business of the country may be carried on for a long period of years.

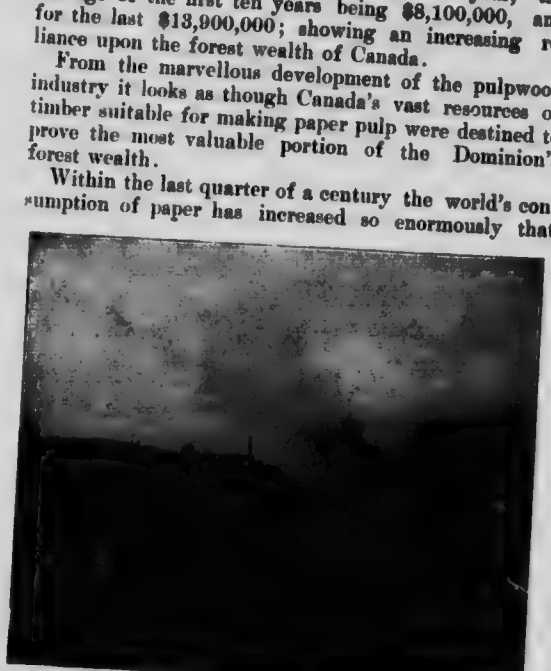
The following figures give an idea of the extent of the Canadian export lumber trade with Great Britain. In 1850 there was exported to the United Kingdom 1,052,817 loads of lumber; in 1859 1,248,069 loads; 1872, 1,211,772; 1881, 1,301,301; 1891, 1,044,641; 1902, 1,733,291. These figures represent years of normal trade; for the timber trade, like every other, has its periods of depression and inflation.

During the early part of the century the export lum-

ber trade was confined to the United Kingdom and the West Indies. A great change, however, has taken place. The pine lands of the North Eastern and Western States of the United States have become depleted and unable to meet the requirements of the trade in those States. The result is that the resources of Canada have been drawn upon to such an extent that during the period of Confederation (1868—1903) the exports to the United States form a total of 362 million dollars, an average of 110,000,000 a year, the average of the first ten years being $8,100,000, and for the last $13,900,000; showing an increasing reliance upon the forest wealth of Canada.

From the marvellous development of the pulpwood industry it looks as though Canada's vast resources of timber suitable for making paper pulp were destined to prove the most valuable portion of the Dominion's forest wealth.

Within the last quarter of a century the world's consumption of paper has increased so enormously that



On the C.P.R. Trail, British Columbia.

paper makers have found it impossible to meet the ever-increasing demand. Rags, cotton waste, straw, grass, and all the other articles tried and used together by paper makers were not sufficient, and prices ruled too high. Out of the necessity came the development of the process by which a good paper is made out of wood-pulp. And in a very short time after wood pulp came into general use for the manufacture of paper it was found that it could be used to make numerous articles, and there are at present in Canada and elsewhere numerous manufactories making such articles as tubs, pails, dishes, spools, boxes, cornices, panels and other architectural details, picture frames, car wheels, electric conduits, coffins, boats, lead pencils, buttons, hats, pinions for machinery, pulleys, furniture, surgical apparatus, and even substitutes for building stones and paving tiles. Experiments have been made with many woods and it has been found that the different kinds of wood most suitable for the making of pulp are white and black spruce, Canada balsam, poplar, aspen and pine, spruce and balsam being the most valuable, particularly in the making of the better grades of paper, on account of the colour of the wood. Further experiments pro that the Canadian spruce produced the highest gr of pulp in the world. And of such timber Can possesses an inexhaustible supply.

In the census returns of 1871 there was no ment of pulp mills in Canada. The returns for 18 showed 5 pulp mills, representing a capital of $92,0 employing 68 hands, and with an output of $63,0 In 1891 there were 24 mills representing a capital $2,900,910, employing 1,025 hands, and with an o put of $1,057,810. In 1901 there were 25 mills, presenting a capital of $11,555,560. They employ 3,177 hands, and their output was $4,246,781. Sin 1901 the increase has been still more rapid, ma of the old mills being enlarged, and numerous new on being established. It is estimated that at prese there is $20,000,000 invested in the industry, and a ditional mills are projected.

The wood pulp business of Canada for the calenda year 1903 was carried on by 39 mills, which had a output of 275,619 tons of pulp wood. Of this quantit 187,871 tons was mechanical pulp, 84,808 sulphite and 2,940 soda.

The corresponding quantities for 1902 were mechanical, 155,210 tons; sulphite, 76,735 tons and soda 9,044 tons. Of the product of Canadian mills the customs returns show that during the calendar year 1903 the export amounted to $3,013,441, leaving $2,-206,451 for home use. In a general way we export about 57 per cent. Of this export Great Britain took a total of $865,826. The United States took $1,-899,448, and other countries $248,167.

Less than five years ago Canadian pulp was almost unknown in England, and three years ago Great Britain imported six per cent. of its pulp from Canada, and last year twenty per cent. and this year the export of Canadian pulp will form a much larger proportion of Britain's exportation.

A few facts regarding a couple of the large pulp mills will give an idea of what the industry is accomplishing. In 1897 the Chicoutimi Pulp Company came into existence and was organized with the object of exportation to England. The Company have just completed their new mills with twenty-nine grinders, and employ 1,000 men in winter to cut and make the logs used to manufacture pulp, and give constant employment to 500 men at the mills. The production of these mills is altogether for the British market, and it takes twenty steamers to carry the pulp exported to England, each steamship carrying from 3,000 to 3,500 tons of the production, or in all from 65,000 to 68,000 tons of pulp. The company has contracted for the sale of its total production to English interests exclusively, up to the end of the year 1908.

The establishment at Grand Mere, River St. Maurice, is on a large scale. The Laurentide Pulp Co. has invested over $3,000,000 in this establishment. The company employ in the rivers, woods and works over three hundred men. They have built in the very heart of the forest a town containing 5,000 souls; a modern town, up to date in every respect, with water system, electric light, and well laid out streets. Their timber limits cover an extent of 1,800 square miles.

The water power developed and used is about 16,000 horse piwer. The full water power at the driest season of the year is 70,000 horse power. The plant this company employs consists of the saw mill, the daily capacity of which is 160,000 feet, board measure; and a wood-preparing room in which the wood for the manufacture of ground wood pulp and sulphur pulp is stripped of its bark and prepared. In this room the company prepare daily 3,000 logs of an average length of thirteen or fourteen feet, and a diameter of twelve inches.



(Engraved for "The Book of Canada.")

Victoria Street, Amherst, N.S.

It is not only because Canada possesses the largest spruce forests in the world and that its spruce is of superior quality, that there has been such a tremendous growth of the Canadian pulp industry. The pulp mills require great motive power, and in the thousands of rivers in new Canada, this country possesses a vast reserve of water power beyond all computation. The St. Lawrence River and all its mighty tributary rivers; the St. John, the Miramichi and the Restigouche Rivers and their tributaries, the mountain-fed streams and rivers of British Columbia and Alberta, and the numerous water privileges of Nova Scotia, testify to the exceeding abundance of water courses specially fitted for the production of power in all those portions of Canada where the spruce abounds. In the single region, of which the basin of Lake St. John is the great water reservoir, are rivers and streams having over 700,000 horse power, capable of being utilized for manufacturing purposes. This, it is stated, is a power much in excess of that which could be supplied by the rivers of Norway and Sweden. Elsewhere, the water-power susceptible of development in the Ottawa district is referred to, and similar statements could, moreover, be presented of every section of the northern slope of the Laurentian basin.

And if the water-power is unlimited, so apparently is the supply of pulpwood. A great pulpwood forest has been located north of the Height of Land, extending across the districts of Nipissing, Algoma and Thunder Bay, with a depth in some places of 150 miles. In the district of Nipissing, south of the Height of Land,

an extensive pine forest was explored and estimated to contain about 3,000,000,000 feet.

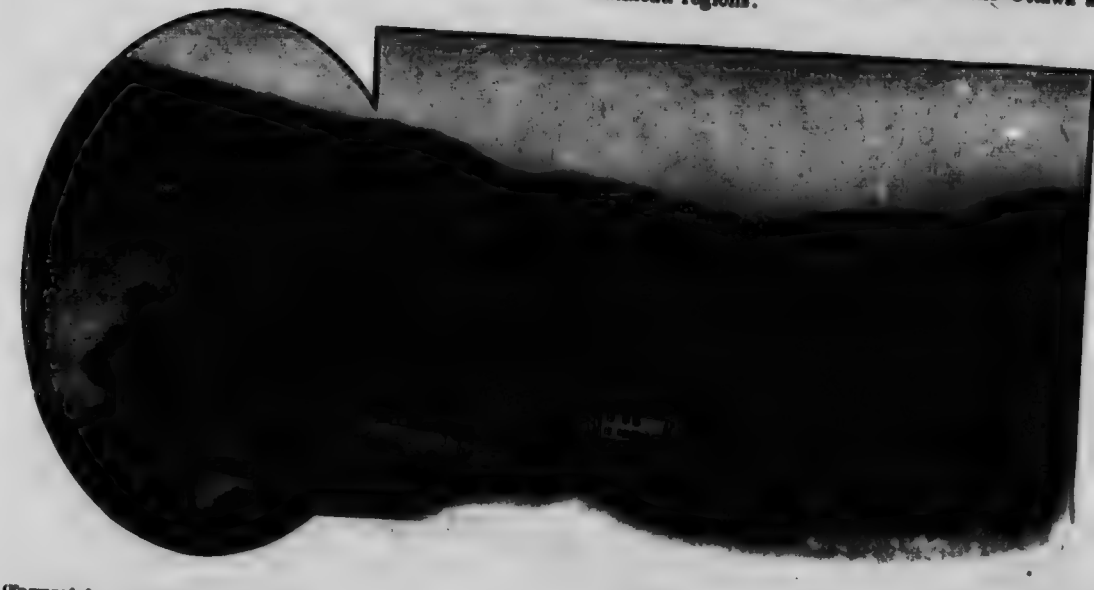
Seventy-five per cent. of the vast forests of the Lake St. John region are composed of white, black and red spruce, the wood particularly suitable for the manufacture of pulp. The other twenty-five per cent. contains sapin, bouleau, cypress and pine trees, also valuable for the same object, but in a smaller degree.

By the above average to the acre, it is calculated that the valley of the Peribonca, which has an extent of 8,320,000 acres, contains 41,600,000 cords of black and white spruce.

The valley of the Mistassini, which comprises a 4,800,000 acres, would yield 24,000,000.

The territory, watered by the Chamouchouane, tains at least 3,200,000 acres of forest land, from wh at least 16,000,000 of cords could be cut. In stretch of country, drained by the rivers Cuiatchoua Metabetchouan and others, there exists equally la forests of cone bearing trees which would also furn a yield of 16,000,000 cords of pulp wood.

Elsewhere reference is made to the vast and c veniently located pulp-wood forests of the Ottawa a Gatineau regions.



(Engraved for "The Book of Canada.")

The City of Kamloops.

The Inland Capital of British Columbia is situated on the south bank at the confluence of the north and south branches of the Thompson River. It is 250 miles east of Vancouver, and 1,231 miles west of Winnipeg, a divisional station on the main line of the Canadian Pacific Railway, and is the commercial hub of a thriving and prosperous horticultural, agricultural, stock raising and mining districts. In the city, which was incorporated in 1894, are located the District Provincial Law Courts and Government offices, Land Registry, Dominion and Provincial Land offices, Customs and Revenue offices, Provincial jail, Provincial Home for Aged Pioneers, hospital, five churches, public high and common schools, two private schools, six hotels, two saloons, one club, two saw mills, brewery, cigar factory, sash and door factory, two banks, 30 commercial houses, two newspapers, a population upwards of 2,000. The city owns and operates its own power, water and light plants, valued at $123,000.00.

AGRICULTURAL WEALTH OF THE EMPIRE'S GRANARY

CHAPTER VI.

AGRICULTURE is Ca[illegible]'s main industry, and its development [illegible]ng the past few years is one of the industrial wonders of the age. From 1891 to 1901, the year of the last Dominion census, the increase in land under crop was about 4,000,000 acres. The increase in the number of farmers cultivating 50 acres and upwards in the same period was 31,300. Large additions have been made to the land in cultivation and to the agricultural population since that time. During the year ending June 30, 1903, 49,408 declared settlers moved from the United States alone and settled on the fertile prairies of Western Canada. The predominating elements of immigration in 1904 were English speaking people from Great Britain and Ireland. It is expected that during the year 1905 the population of Canada will be increased by immigration to the extent of 140,000 people, many of them from the Mother Country.

A few figures regarding the increased acreage under cultivation in Manitoba and the north-west provinces will give an idea of the Dominion's agricultural progress. In 1868 Archbishop Tache wrote that the prairie country west of the great lakes was incapable of producing wheat, except along the river banks. In 1875 no wheat was produced in this region. In 1904, Manitoba alone produced 60,000,000 bushels of the very best wheat. The areas under crop in Manitoba in 1900, the census year, were as follows:—Wheat, 2,011,835 acres; oats, 689,951; barley, 191,009; potatoes, 24,429. In 1903 the acreages were:—Wheat, 2,442,873; oats, 855,431; barley, 326,587; potatoes, 37,198.

In the North-West Territories the acreages in 1901 were:—Wheat, 504,697; oats, 229,439; barley, 24,702. In 1903 the figures were:—Wheat 837,234; oats, 440,662; barley, 69,667.

The great wheat producing prairies of Manitoba, Assiniboia, Saskatchewan and Alberta contain 229,101,725, acres and it is estimated that nearly 100,000,000 acres of these lands are still open for free homesteading. There is also the district of Athabasca, which has not been opened up to general settlement, which has a total area of over 150,000,000 acres. And in addition there are the great grazing lands of the west, not to speak of the vast region, much of it suitable for grain crops and much mo[illegible] it for mixed farming, on the northern slopes of the [illegible]aurentian range and in the Hudson Bay basin.

The agricultural belt of Canada extends across the Continent and forms a tract about 2,500 miles long, and from 200 to 400 miles wide. The total land area of Canada is about 23,166,800,000 acres. Of this, in 1869, 45,358,141 acres were farmed; in 1891, 60,287,730 acres; and in 1901, 63,422,338 acres. In 1869 the value of Canada's exports of farm produce was $19,500,000, in 1873, $28,333,000; in 1883, $42,000,000; and in 1903, $101,000,000.

Agriculture is the most important industry in Canada, about 46 per cent. of the entire population being engaged in agricultural occupations. In the census statistics of Canada for 1901, the aggregate value of the cultivated land, buildings, implements and live stock is placed at $1,787,102,630; while from this amount of invested capital there was realized, in the census year, from sales of crops, animals, and animal products, the sum of $363,126,384. The farmers, therefore, are rightly regarded as the backbone of the country. They produce the most wealth, and their products head the list of exports. In the year ended June 30th, 1903, they sold abroad agricultural and animal products worth 114,441,863 dollars, as against 53,785,089 dollars' worth in 1893—figures that tell eloquently of progress. There had been a much larger increase in the production of these products than is in-

dicated by the preceding figures. The increase in population and the greater prosperity of the people generally has added enormously to the home consumption. This increase in production is not so much due to an extension of the areas devoted to agriculture as it is to the improved methods of farming now employed and the progress which farmers are making in ability to manage the forces of nature for their advantage and profit.

In 1903 the exports of the eight leading classes of food products were valued at 89,901,956 dollars, as against 34,191,746 dollars in 1893, or an increase of 162 per cent. for the decade. These figures require no comment. They cannot be parallelled by any other country in the world.

Canadian grain, which grows over such vast areas, is of a most superior quality, and obtains the highest prices. The No. 1 hard wheat grown in Manitoba and the North-West Territories is not excelled by any other wheat in the world. Similarly Canadian barley and oats are of very superior quality.

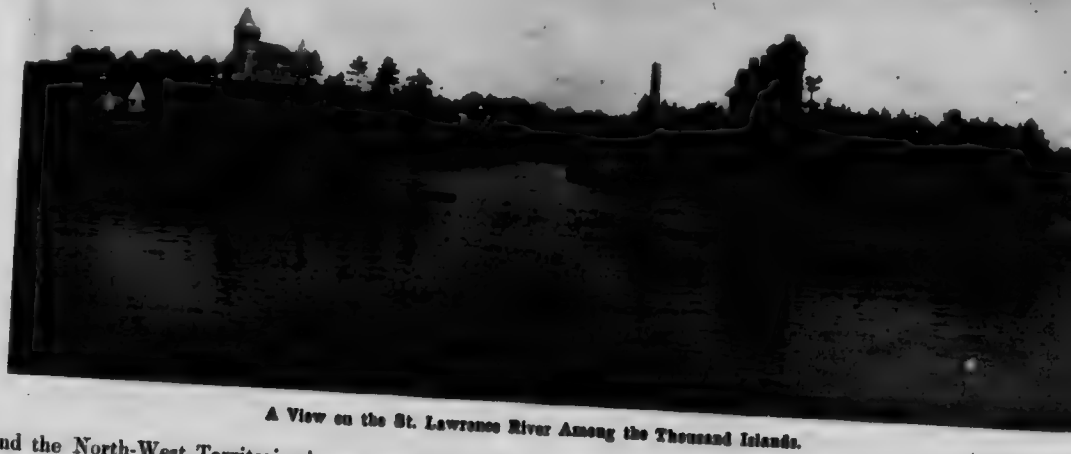
Canadians take particular pride in the absolute purity of their cheese, butter and other foods, not one pound of oleomargarine, filled cheese, or any food substitute being made in Canada. This fact tells strongly in Canada's favour in Great Britain, which is the market of markets for Canadian food products. Great Britain has a big appetite for cheese, and in 1904 consumed $28,439,695 worth, of which Canada supplied nearly five-sevenths. The following comparison tells the tale better than anything else could.

Holland	$2,640,327
France	$673,006
United States of America	$2,449,452
Australia	$4,044
New Zealand	$1,057,459
Canada	$20,609,311
Other countries	$1,006,096

In the census of 1891 dairy products ranked eighth in value in the statistics of manufacturers, but in the census of 1901 they ranked third. In the last-[illegible] year the cheese and butter factories in the Provi[nce] Ontario distributed $12,959,240 among their pa[trons] while the factories in the Province of Quebec en[riched] the farmers of that province to the extent of $11[,] 279. The total value of the milk and cream sup[plied] to cheese factories and creameries throughout C[anada] in 1901 was $29,462,402. This amount was la[rgely] exceeded in 1903, when the production of cheese [and] butter was the greatest on record.

According to the census figures there were [1,] cheese, butter and condensed milk factories in o[pera]tion in Canada in 1891, and 3,580 factories in 1[901,] the number having more than doubled during the [de]cade. The value of the products in 1901 was [$]731,922, as against $10,780,879 in 1891, certainly [a] most substantial increase.

At the Centennial Exposition at Philadelphia in 1[876] there were 100 awards for cheese exhibits, of which Canada secured 49 and the United States 45. At the World's Fair, held in Chicago in 1893, Canada had 687 exhibits and secured 607 awards. At the Pan-American Exposition at Buffalo in 1901, Canada received the only gold medal awarded for cheese (exhibited from July 10th to November 1st), and also the silver medal for exhibits of cheese and butter.



A View on the St. Lawrence River Among the Thousand Islands.

The following table shows the number of cheese factories in operation in Canada in the years 1881, 1891, and 1901:—

	1881.	1891.	1901.
Number of cheese factories	472	1510	2389

The following table shows the remarkable growth of the cheese export trade to Britain in the past 30 years (years ended 30th June):—

1873.	1883.	1893.	1903.
$2,280,412	$6,451,870	$13,407,470	$24,712,943

In 1903 the exports of cheese exceeded those of 1902 by $5,026,652. This marked increase may be ascribed partly to the improved quality of the cheese and partly to the improved transportation facilities, pro-

ed at the instance of the Dominion Department of riculture. The facilities include iced cars on the lroads, and cooled air services on the steamships, ich made it possible for shippers to place the cheese the British markets with less deterioration than for- rly.

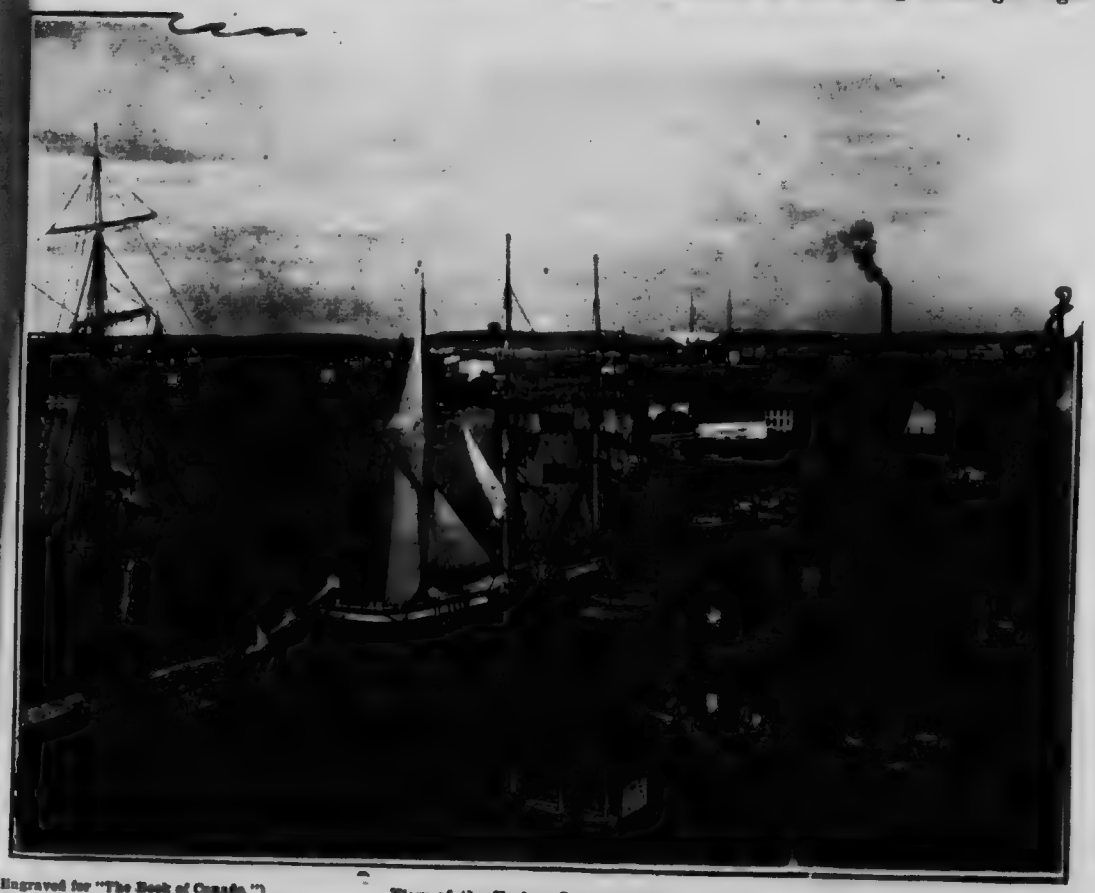
A large export trade in hog products is also being veloped. The following table shows the exports of con from Canada in the years 1893 to 1903 inclusive ears ended June 30):—

Year.	Bacon Exports. Quantity—Lbs.	Value—$.
1893	17,288,311	1,830,368
1894	26,826,840	2,754,479
1895	37,526,058	3,546,107
1896	47,057,642	3,802,135
1897	59,546,050	5,060,393
1898	76,844,948	7,291,285
1899	111,868,938	9,953,582
1900	132,175,688	12,471,509
1901	103,020,661	11,493,868
1902	105,841,366	12,162,953
1903	137,954,552	15,455,174

Of the quantity exported in 1903, Great Britain received no less than 99.84 per cent., thus showing that in bacon, as in other classes of foodstuffs, she is Canada's best customer, and the one most worth while cultivating. The Canadian packers have realized this, and it has been their aim to supply a product that will meet the critical demands of the most fastidious British consumer.

It has been said that Canada is the natural home of cattle. The fertile soil and bracing climate give vigorous health to the domestic animals, and entire freedom from diseases of a serious nature. Moreover, such cattle feed as hay, Indian corn, fodder and ensilage, turnips, carrots, mangels, peas, bran and coarse grains, can be produced in Canada in abundance and at a low cost of production.

In the older settled portions of the country where mixed farming is the rule, the breeding of cattle for the production of beef is extensively carried on. The province of Ontario, in particular, has long been noted for its excellent herds of pure-bred stock, and her farmers derive a great part of their income from sales of pure-bred cattle, which are shipped all over Canada, as



(Engraved for "The Book of Canada.")

View of the Harbor, St. John, N.B.

well as to various portions of the United States, for breeding purposes. In the North-West, in Western Assiniboia and particularly in Alberta, the conditions are exremely favourable for stock raising. Here is found fresh water in abundance, large tracts of hay lands which yield a plenteous return, and vast areas of rich pasture land, once the home of countless numbers of buffaloes, but now furnishing subetance for thousands of bullocks, which are quickly fattened on the nourishing and succulent "buffalo" and "bunch" grasses. Shipments of cattle from these two great ranching districts are increasing annually. The principal market is found in Great Britain, where the animals are slaughtered upon arrival. This live stock trade with the motherland is of considerable importance to Canada, the value of the export of live cattle in 1903 being $11,342,632. The trade is closely looked after by the Dominion Government, the spaces on the steamships carrving cattle being subject to Government control, and the animals to careful veterinary inspection, to prevent the exportation of any that might be affected with disease. Following are the values of the live cattle exported from Canada in the years named:—

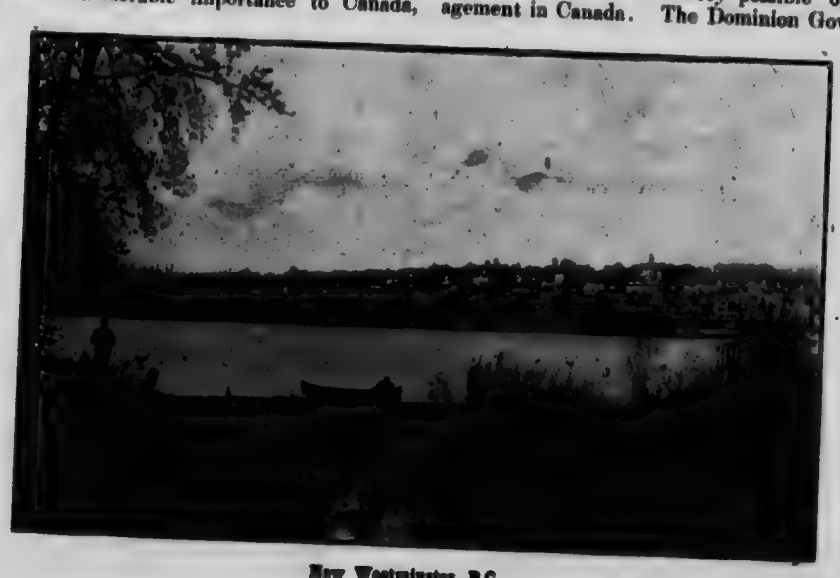
	1893.	1900.	1903.
Cattle exported.	$7,745,083	$9,080,776	$11,342,632

Practically speaking, Canada has no export trade in dressed beef, but the time seems opportune for the establishment of this industry, which has proved so beneficial to the stock raisers of the United States. In recent years, however, Canada has developed a considerable export trade in canned meats, the pricipal item being corned beef.

The value of sheep and lambs exported from Canada during 1903 was $1,655,681. According to census returns, there are about two and one-half hens or chickens to every man, woman and child in the country. Canadian poultry is much liked in the old land and Canadian turkeys are also securing a hold on the palate of the British taster. The value of the export fell off from $238,047 in 1902 to $160,516 in 1903, a reduction that speaks well for Canada's internal prosperity, as Canadians consumed about three times the amount of poultry in 1903 they did in 1902.

The export of eggs from Canada has increased from $868,007 in 1893 to $1,436,180 in 1903, and still in 1903 only about one-eight of the egg production was available for export, home consumption demanding all the rest.

Agriculture receives every possible official encouragement in Canada. The Dominion Government pays careful attention to agriculture, the special department charged with the interests of the industry, sending expert advice to the farmers through bulletins and by letter, when asked, and carrying on various farming experiments in different parts of the Dominion. This system is the most thorough of its kind. There is a Dominion Department of Agriculture presided over by a Minister of Agriculture, the Hon Sydney Fisher, himself an enterprising gentleman farmer, and there are also, in all the provinces, Ministers or Secretaries of Agriculture, who look after the varied interests of the farming community.



New Westminster, B.C.

In Ontario, Quebec, Nova Scotia, and Manitoba there are special agricultural schools. Dairy schools have been established in most of the Provinces, and there are also many farmers' institutes; live stock, fruit growers', agricultural, and horticultural associations; and travelling dairies, all assisted by the several provinces. Valuable practical experiments are carried on, and the results distributed in Government reports and special bulletins, to all who apply.

The work done by the five experimental farms estab-

lished and well maintained by the Dominion Department of Agriculture is of great value and interest. The central farm is located at Ottawa; two are in the North-West (at Brandon and Indian Head); one at Agassiz, British Columbia; and one at Nappan, Nova Scotia. Specialists carry on experiments in all branches of agriculture, the results being published in bulletin form.

During the past few years seeds and specimens



(Engraved for "The Book of Canada.")

Among the Thousand Islands, on the St. Lawrence River.

have been sent out through the mails to about 300,000 farmers. In addition there are held annually, in almost every part of Canada, agricultural fairs, at which the products grown by the farmers are shown, addresses are given, and prizes awarded. In fact, agricultural education is so thorough that Canadian instructors are sought for by foreign Governments and large farmers in various parts of the world, as for example, in the United States, South Africa, and Australia.

Fifty years ago Canada had practically no fruit trade worthy the name, and for some years after, the business in home grown fruit was done between the farmer and retailer, or the customer. To-day the trade in domestic fruit is one of the most important in Canada. Fifty years ago the export fruit trade of Canada was practically non-existent. Nearly $3,000,000 of Canadian apples were exported in 1903. The unusually fine quality of Canadian apples affords a strong proof of the contention that the finer qualities of apples are developed near the northern limit of their production. Apples are grown successfully in the Lake St. John district, 175 miles north of Quebec.

The number of apple trees in the various provinces, and their production according to the census returns of 1901 were as follows:—

Prince Edward Island, 120,000 trees, 160,000 bushels.

Nova Scotia, 2,000,000 trees, 2,000,000 bushels.

New Brunswick, 1,000,000, mostly young, 500,000 bushels.

Quebec, 3,000,000 trees, more than half too young to bear, 1,500,000 bushels.

Ontario, 7,095,554 trees, 14,500,000 bushels.

British Columbia, 486,644 trees, 241,000 bushels.

The French colonists had apple trees growing and producing crops in the Montreal district in 1663.

Besides apples, Prince Edward Island grows plums, pears, cherries, grapes and strawberries. Nova Scotia

had in the census year 175,000 plum trees, 56,000 pear trees, 10,000 peach trees, 62,000 cherry trees—all in a high state of production. Grapes are also successfully grown, and immense quantities of small fruit, strawberries, raspberries, etc. New Brunswick grows besides apples, plums, pears cherries and grapes.

Besides apple trees, there are in Quebec orchards 8,000 pear trees, 500,000 plum trees, 400,000 cherry trees and about 25,000 other fruit trees. Grapes extend to 119 acres, with 150,000 vines, producing about 995,849 pounds of grapes.

In Ontario, the banner fruit province of the Dominion, nearly 500,000 acres is given up to the cultivation of fruit. The vineyard area is 15,269 acres, with over 3,000,000 grape vines, yielding 25,000,000 pounds of grapes. Several million pounds are made into wine, 500,000 gallons being produced in 1902. As a grape and wine producing country the capabilities of Ontario are almost incalculable. British wine merchants have expressed the opinion that Ontario might be made one of the principal wine producing countries in the world. Ontario had in 1901, 600,0000 pear trees, 815,000 plum trees, 775,000 bearing peach trees and 441,163 non-bearing, and 48,000 non-enumerated fruit trees, quinces, etc. Small fruits, including strawberries, raspberries, blackberries, currants, gooseberries, etc., are produced annually up to 25,000,000 pounds. During the ten years between the two last censuses the fruit crop of Ontario tripled itself.

In British Columbia the fruit production increased in about the same proportion. In the coast province, besides apple trees, in 1901, were 8,827 peach trees, 47,243 pear trees, cherry trees 26,212; grape vines, 8,875. During 1903 British Columbia exported 250 carloads of fruit. Recognizing the probability of a great future for British Columbia in fruit growing, plans were early laid for large trial orchards at the Experimental Farm of the Dominion Department of Agriculture at Agassiz, B.C., where a great number of varieties of fruit trees have been collected during the past few years, from all parts of the world. This is believed to be the largest collection of hardy fruits in existence. It consists of named varieties as follows: —Apples, 1,215; crab apples, 28; pears, 559; plums, 311; cherries, 154; peaches, 215; apricots, 50; nectarines, 25; quinces, 8; medlars, 7; mulberries, 6—a total of 2,576 different varieties of large fruits, which is being constantly augmented. The collection of small fruits under trial are also very extensive and valuable.

Apart from such small fruits as strawberries, raspberries, blackberries, currants, gooseberries, cranberries, etc., there is very little fruit raised in Manitoba or the North-West Territories; but, thanks largely to the excellent experimental work of the Dominion Government Experimental Farms, that will soon be changed. At each of the experimental farms on the Western prairies, that for Manitoba at Brandon, and that for the North-West Territories at Indian Head, tests are made of the hardiness and suitability for prairie cultivation of the fruits that have been raised by experiment, breeding, and selection at the Central Experimental Farm, Ottawa, where many valuable crosses in fruit have been made, with the view especially of overcoming the climatic changes of that section of the Dominion. It is highly probable that some of the new varieties of apples which have been originated at Ottawa by crossing the wild Siberian crab (Pyrus Baccata) with some of the hardiest kinds of apples, will endure the North-West climate without injury. Should these prove sufficiently hardy, they will be a great boon to the settlers in that part of the Dominion. Many of these crosses have already borne fruit, and several of them are of good size and appearance, pleasant to eat out of hand, and excellent for jams and preserves. One variety named the Alberta, obtained by crossing the Siberian crab with one of the hardier apples of fine quality, the Wealthy, is of beautiful appearance, measures one and five-eighths inches by one and seven-eighths, and bears heavy crops. It is hoped that this may be the progenitor of a new race of apples that shall, in time, through selection, meet the requirements of this vast country, and be of benefit to similar climates all over the world.

It must be borne in mind that the valuable experimental work of the Government farms is only one portion of the work carried out, similar experiments being conducted with all kinds of grains, grasses, roots, forest trees, cattle, horses, hogs, poultry and even flowers. And already this work has left its mark upon the agricultural development of the country, a development which has not been dependent solely upon the influx of settlers, but upon the evolution of new methods for cultivating the soil and marketing the product.



CHAPTER VII.

AS the natural resources of a country are useless without the population to develop them, so is the product of human industry and ingenuity of no value without it can be placed within reach of the consumer. Extending over such an immense area, Canada has found among the numerous problems which confronted her none more important to solve than those of inland communication and transportation. The truly Imperial highway to the interior furnished by the St. Lawrence, its tributaries and its lakes, has been of immense advantage, but without the assistance of an elaborate and ever increasing railway system much of the natural wealth of the Dominion must have remained valueless, and consequently the country's resources undeveloped. The extension of the railroad system of Canada has been marvellous, and as railroad development has been described as the barometer of a country's civilization, natural wealth and enterprise, it affords a fair indication of the progress of the Dominion. From the most conservative estimates, the Canadian railroads are destined to double their mileage in the next ten years. Even to-day, Canada exceeds the railway mileage of Italy and Spain combined. Her trackage is equal to about three-fifths of all the systems of Russia or Germany, and it is more than three-fourths of all Austro-Hungary's. It almost equals the total mileage of the British Isles; and Argentina excepted, Canada has more railroads than all the countries of South America combined. The whole continent of Africa has less than half as many laid rails; and the systems of any minor power of Europe could be added to that of Australasia before the Canadian roads would be matched. In short, Canada has more railroads than Belgium, the Netherlands, Switzerland, Portugal, Norway, Sweden, Servia and Greece, all combined, and yet these nations have a total of more than six times Canada's population.

Within a year or two of the demonstration of the feasibility of railways in England, steps were taken to secure the construction of the first Canadian railroad. In 1832 a charter was obtained from the Legislature of Lower Canada for a railway to connect the waters of the St. Lawrence, near Montreal, with those of Lake Champlain, taking the base line of an isosceles triangle, instead of the two water sides up to that time used, thus securing speedier communication between Montreal and New York by a mixed water and rail route. It was opened in 1836, horses being used the first, and locomotives in the following year. Two railways were incorporated in 1834 in Upper Canada.

In Nova Scotia a railway was built in 1839 to connect the coal fields of Pictou with the loading grounds on the Gulf of St. Lawrence.

It was, however, in the year 1851 that the country began to feel the need for a comprehensive system of railways. In that year an Act was passed by the Legislature of the Province of Canada making provision for the construction of railways. In the same year delegates from the British North America provinces went to England to arrange for the construction

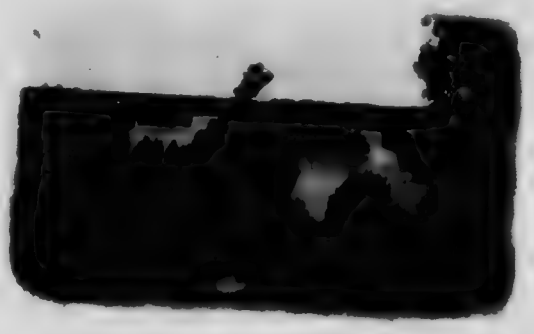
of a railway from Quebec to St. John and Halifax, and in that year the construction of a railway through British territory to the Pacific Ocean was brought before the Legislature.

In 1855 there were 563 miles of railway in what is now the Dominion of Canada. The Grand Trunk Company had also constructed 292 miles in the United States to connect Montreal and Portland.

By 1865 the 563 miles had become 1,290 miles, and in 1867 there were about 2,000 miles of railway in the country. The union of the four provinces of Upper and Lower Canada, Nova Scotia and New Brunswick took place in 1867. In the next decade there was an addition of 3,218 miles. By 1887 the added miles were 8,575, and in 1903 the total miles of track laid were 19,077.

Since 1867 the 2,000 miles with which Canada began her existence as a Dominion have increased over nine times.

Down to the consummation of the union the several provinces had expended $150,000,000 for railways, of



On Lake Opinacon, Rideau Lakes.

which Government had contributed $31,400,000; other sources, $118,600,000. Since that time the Federal or general Government has contributed $152,000,000, and other sources $845,000,000, making a total expended for railways of $1,146,500,000, towards which the Government of the Dominion has contributed 16 per cent., including the Government railways, the cost of which amounts to $70,860,000.

In addition, the general Government has given large grants of land, amounting in the aggregate to about 57,000,000 acres, of which the grant to the C.P.R. was, on final adjustment, 18,200,000 acres. For this expenditure of over $1,100,000,000 the several provinces had in 1903:—Ontario, 7,142 miles; Quebec, 3,492; New Brunswick, 1,445; Nova Scotia, 1,050; P.E. Island, 210; Manitoba, 2,225; N.W. Territories, 2,094; British Columbia, 1,421; total, 19,079 miles.

The railways in the newer portions of the Dominion have been built as a means of transporting settlers and opening up the country, while in the older and better settled provinces railways have followed settlement instead of preceding population. This accounts in a large measure for the large amount of assistance in money and lands the Government has given to railways, in addition to the cost of construction of ways owned and operated by the Government. Canada has by no means completed her railway development, but as population increases will find herself constantly forced to provide more mileage. It is difficult even now for the existing railways to carry to seaboard the surplus grain crop of Manitoba within season, and so keenly has this been felt by our public men that one of the most important measures adopted by the Federal Parliament during recent years was a Bill providing for the construction of the Grand Trunk Pacific Railway from the Pacific Coast to the Atlantic with a more northerly route than that taken by the Canadian Pacific Railway. Within a short time Canada will have three transcontinental lines.

The railway system of Canada consists of 165 railways. By process of absorption and assimilation twenty-five of these have been amalgamated and form the Grand Trunk Railway System. The consolidation of twenty-seven railways has produced the Canadian Pacific Railway System. The remaining 113 have consolidated more or less, so that, taken together there are 83 separate and distinct railway organizations, employing 2,578 locomotives and 90,000 cars of all kinds—passenger, freight, refrigerator, etc.

The Canadian Pacific Railway has a mileage of 7,439 miles; the Grand Trunk, 3,162; the Intercolonial Railway one of 1,310 miles, and the others of over 7,000 miles.

The railways have been a great factor in the increase of internal trade, which hardly existed before the Union in 1867, and is now over $150,000,000 a year. The two old provinces of Canada have, with the other provinces east and west, this exchange of commodities, almost non-existent thirty-two years ago.

Besides such marked progress in railroad construction, Canada has judiciously spent vast sums of money in deepening the channels of navigable rivers, and in the construction of ship canals to surmount natural obstacles to navigation. The Canadian canals include some of the greatest engineering triumphs of the age.

The most recent expansions of the St. Lawrence River canal system are the Sault Ste. Marie and Soulanges Canals. The first-named connects Lakes Superior and Huron, and is necessary because of the difference of 18 feet between the levels of the lakes. At this place the first canal built was in the year 1797 by the North-West Fur Company, to enable them to carry their furs from and supplies to the Indian country of the North-West. The first canal was 40 feet wide, and had a total lift of 9 feet, and the boats were towed from the end of the lock, up a sluiceway, by oxen, the remainder of the distance to Lake Superior. This canal had the first lock ever built on the North American Continent. The site upon which this primitive lock was built is preserved and used as a fish pond, and the oaken floor is as good apparently as it was when laid, over a hundred years ago.

Locks of various sizes have been built on either side of the river at Sault Ste. Marie from time to time, and now there are three locks in operation, two on the United States side and one on the Canadian.

The larger one on the United States side is 800 feet long and 100 feet wide. The Canadian lock is 900 feet long and 60 feet wide, and is said to be the longest lock in the world. Both the Canadian and the United States locks can pass vessels drawing 20 feet of water.

The business accommodated by these canals is very considerable. Indeed, few persons have any idea of the extent of the business served by the canals at the Sault Ste. Marie. The Suez Canal is the highway for Europe and Asia. Through it pass ships flying the British, the German, the Dutch, the French, the Austro-Hungarian, the Russian, the Italian, the Norwegian, the Spanish, the United States, the Portuguese, the Japanese and other flags. In 1902 the Suez Canal was used by 3,708 vessels, having a tonnage of 11,248,413 tons net.

Through the canals of the Sault Ste. Marie in the same year (1902) there passed 22,650 vessels, having a registered tonnage of 31,955,580 registered tons.

The Canadian Sault Canal is operated by electricity, and in consequence, the average time of making a lockage, including all delays to vessels in this dock, is fourteen minutes and fourteen seconds. The total cost of building the Canadian canal at Sault Ste. Marie was $4,216,529. Since it was opened the Canadian "Soo" has carried of wheat, grain and flour, during the first seven years an average of 19,140,000 bushels a year. During the two years 1902 and 1903 it carried an average yearly of 42,217,500 bushels of flour, grain and wheat.

The Soulanges Canal, opened in the autumn of 1899, is 14 miles long. The rise of 82 1-2 feet between Lake St. Louis and Lake St. Francis is overcome by four locks. Three of these, each of 23 1-3 feet lift, occur in the first mile from the Ottawa River. Then there is a reach of some two and a half miles to the fourth lock, which has a lift of 12 or 13 feet to the low water level of Lake St. Francis. The canal is, for purposes of navigation, a straight line throughout. Electricity is used as the motive power. The amount of earth and rock removed to make this canal was about eight million cubic yards. The other canals of this system have been brought into unison with the general scheme.

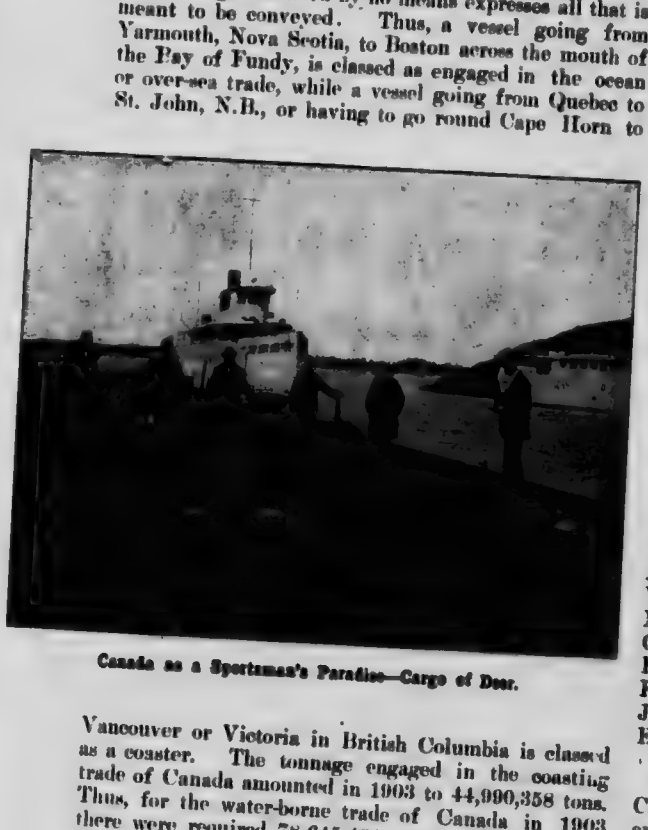
Thanks to the development of her railway system and to that of her inland water ways, Canada is in an excellent position for getting her products to the seaboard, and naturally Canada has grown to be a large and growing export country, with unlimited possibilities before her.



Windsor Station of the C. P. R., Montreal.

Canada employs in her over-sea trade a tonnage of 15,841,175 of shipping. In the distribution of the products of Canada and the United States, by means of the Great Laurentian Lakes and the rivers connected with them, there were employed 17,813,868 tons in 1903.

In addition to the shipping employed for over-seas and lake transport between other countries and Canada, there is the shipping employed in the coasting trade of the country. This shipping carried goods from port to port within Canada, and is called "coasting," though the word by no means expresses all that is meant to be conveyed. Thus, a vessel going from Yarmouth, Nova Scotia, to Boston across the mouth of the Bay of Fundy, is classed as engaged in the ocean or over-sea trade, while a vessel going from Quebec to St. John, N.B., or having to go round Cape Horn to



Canada as a Sportsman's Paradise—Cargo of Deer.

Vancouver or Victoria in British Columbia is classed as a coaster. The tonnage engaged in the coasting trade of Canada amounted in 1903 to 44,990,358 tons. Thus, for the water-borne trade of Canada in 1903 there were required 78,645,401 tons of shipping.

The growth of each of the three branches is a fair index of the development of Canada. In 1868 the tonnage required to carry on our business of an international character between other countries and ourselves over the ocean amounted to 4,320,000 registered tons; in 1900, to 14,175,200 tons; in 1903, 15,841,175 tons. The tonnage on the Great Lakes, carrying the trade between Canada and the United States, amounted to 8,663,500 tons in 1868, to 12,739,000 tons in 1900, and to 17,813,868 tons in 1903. The demands of the coasting trade required 8,000,000 tons of shipping in 1868; 33,631,730 tons in 1900, and nearly 45 million tons in 1903.

Since 1876 the tonnage of the shipping required to do the water-borne business of Canada has increased from 20,212,138 tons to 78,645,401 tons in 1 The increase is divided— (1st) increase of tons ployed in over-sea carrying trade, 169.6 per c (2nd) increase of tons employed in inland lakes rivers in carrying between Canada and the U States, 345.3 per cent.; (3rd) increase of tonnage ployed in the coasting trade, 336.7 per cent.

The Dominion stands seventh on the list of c tries owning shipping, Great Britain, the U States, Germany, Norway, France and Italy, in the der named, being ahead of Canada. For many y Canada made rapid strides in ownership of vessels, in 1878 reached her highest point, having in that y 1,333,015 tons of shipping on her registry books.

Domestic exports, that is to say, the export articles, the growth, produce or manufacture of C ada, consitute the greater part by far of the exp trade of Canada, although a considerable amount foreign produce is exported from Canada as well, t figures being:—

	Domestic Exports.	Foreign Export
1904 . . .	$198,414,439	$12,641,239
1903 . . .	214,401,674	10,828,087
1902 . . .	196,019,763	13,951,101
1901 . . .	177,431,386	17,077,757
1894 . . .	103,851,764	11,833,805
1884 . . .	79,833,098	9,389,106

The distribution of the foreign commerce of Canad during 1904 was as follows:—

	Imports.	Exports.
Great Britain	$ 61,770,379	$110,120,899
United States. . . .	180,826,515	66,856,883
Australia.	99,759	2,318,859
West Indies.	4,196,800	2,150,366
Newfoundland	1,076,667	2,762,358
Germany	8,175,604	1,358,910
Belgium.	3,129,513	1,539,462
France.	6,206,525	830,174
Japan	1,947,231	338,685
East Indies.	3,164,717	

The valuation of trade of the principal ports of Canada for the year 1904, on the basis of imports and exports, is thus shown:—

	Imports.	Exports.
Montreal	$ 80,561,275	$ 67,844,729
Toronto.	47,671,288	3,150
Winnipeg	13,242,027	1,044,556
Halifax.	8,370,346	9,203,245
St. John	6,663,679	13,318,058
Quebec.	8,121,339	5,095,034
Hamilton	9,328,014	
Vancouver	6,015,540	4,346,635
Victoria.	2,998,453	1,071,418

To adequately realize the remarkable expansion of the commerce of Canada in late years, it is necessary to contrast the figures of to-day with those of ten years ago. In the decade, bank capital, paid up, has in-

creased from $62,000,000 to $79,700,000; the reserve fund has exactly doubled, standing now at $52,480,000. Circulation outstanding has increased $35,300,000; public deposits have risen from $166,000,000 to $446,000,000; while commercial discounts are larger by $212,000,000. To put the case in another way, it can be stated that in the last ten years the banking business of Canada has increased as much as in the preceding eighty years. Ten years ago the note circulation averaged only $7.45 per head of population, while to-day the circulation is $12.35 per head.

The deposits of the people in the banks in the same period have mounted up from $46.55 per head to $88.85, a larger ratio of increase than has occurred in this item in the United States. Foreign trade in ten years has expanded from $44.30 per head of population to $77 per head at the present time.

In view of the present importance of the question of the future development of the foreign trade of Canada, and particularly in view of Canada's conspicuous attitude with respect to the question of Imperial Preferential Trade, which is attracting so much attention throughout the British Empire at present, readers of these chapters will peruse with interest a review of the question from the standpoint of one who has given close and unselfish study to the question for years, and whose views have received the heartiest endorsation of the Canadian Manufacturers' Association, and other influential commercial bodies.



(Engraved for "The Book of Canada.")

City Hall and Volunteers' Monument, Winnipeg.

LINKING THE ATLANTIC WITH THE PACIFIC.

By CY. WARMAN.

Author of "The Story of the Railroad." (Copyright, 1905, by Cy. Warman.)

When the United States Government was casting about for a path for the iron horse whose shrill cry was to give the aborigines their first shock, they gave ear to the advocate of the "Sunset Route" but never seriously considered the proposed line through the Dakotas. That was altogether too far north. Since that time the Northern Pacific and the Great Northern, practically paralleling each other, but not too close together to serve the growing communities through which they pass, have been built, adding thousands of farms and millions of people to the West, and they are earning something on the money invested.

Since that time the Atchison, Topeka & Sante Fe was built across Raton Range into new Mexico, against the protest of the people of that territory, at a time when a stage would not pay, and it has paid expenses from that day to the present moment. It made that country just as Mr. Hill's railways made the American North-West. Without railways that North-West would still be as empty and silent as the vales of the Saskatchewan and the Peace. Since that time the Canadian Pacific, at present the most northerly line, has been built, and its success is a standing guarantee of the future greatness of the Dominion.

The zone of wheat has been steadily shifting for the past half century, swinging always to the North-West, until, to-day, men harvest it up near the edge of the Arctic Circle. For this reason, and many others, the railroad has been hitching north. The footstool is fairly well occupied. Save for a few remote and comparatively unknown nooks, there are not elsewhere free homes for the homeless. Away off here in the North-West the people inhabit the little end of this egg-shaped earth. The summer sun rises just after midnight; and here, where the sunlight lingers through the long eleven hours of afternoon, they have grown wheat from seed to seed in ninety days.

Canada is on the eve of an epoch. She is passing through a period similar to that through which we (†) passed in the sixties and seventies. She's making history—doing a new chapter in transcontinental railroad building that shall, if successfully carried through, amaze even America, where we are supposed to be equal to anything. The scheme of the Grand Trunk Pacific is stupendous. The very audacity of the enterprise took the breath away from the Grand Trunk Bay, or more properly speaking, east of Lake T kaming, we find the main line leading almost due passing out of a good clay belt, where two thou homesteads were taken up this year, passing into was, up to the advent of the Pathfinder, a com tively unknown country, running not far north o Great Nickle belt, winding along the banks of r to the geographers' unknown, rivers teeming with and upon whose wide waters millions of logs wil borne to the mills that will be built along this transcontinental railway. Immediately north of Great Lakes the land falls to the north. The ri flow northward. As you journey north, the cou drops gradually, but the temperature rises and snow fall is lighter as you slide down the north watershed. Running east and west a few miles— a few hundred rather—north of the lakes, there lie long swale through which the pathfinders are push the survey. At a point 210 miles north-west of P Arthur, whence a branch will lead down to the la the main line taps the English River, but does cross that stream. This great waterway is famous its fish, fur, timber and mineral possibilities. If did not guard my pencil I should write "mineral posits," but as the country is as yet practically une plored it is safer to say "possibilities."

West of the English River, for some distance, t country is rough, but well wooded. Some thirt miles east of Winnipeg you come out into patches open country, and presently break into the gre prairie and plunge at a bound into the fertile field that are calling the home-hungry from the four corner of the earth. And the way the homeless are answer ing this call would lead to the conclusion that the lan would soon all be taken up, but there is plenty o room. This wilderness that is waking; this country to be conquered, is so vast that it will take a hundred years to explore it, and a thousand years may come and go before a white man has settled upon the last quarter section upon which a white man may live.

All the way from the western fringe of the Ontario forest the land lies level to Winnipeg, where the Assiniboine is lost in the great Red River of the north. From the valley of this famous stream came the first hard wheat, now known to millers all up and down the earth.

Westward, from Winnipeg, the pathfinders have stretched their line, five hundred miles across the safest, best and most promising part of the whole North-West. I came to this conclusion not wholly as a result of my personal observations, but give it also as the opinion of the well-informed men of the West. who are not interested in the development, exploitation or settling up of any particular section of the country.

Manitoba for the man who wants to gamble, get rich or go broke on a single wheat crop; south Alberta for the irrigation farmer, North Alberta and British Columbia for the stock rancher, but for sure, safe, mixed faming give me the new unstaked empire that is to be opened by the Grand Trunk Pacific—Assiniboia and the great Saskatchewan Valley.

"I paid for my farm with one crop of flax," said a

† Mr. Warman is an American.—Editor.

shareholders when they were first called upon to back the builders.

Leaving out for the present the line east of North farmer on "Farmers' Day" at the Winnipeg Fair. "I can beat you," said a man at his elbow. "I paid for mine and had one-fifty per acre to the good."

The simple stories told out here sound like fairy tales, but the tales told by the farmers are mainly true. It is only when I come in contact with the continues to hover over this continent and over our kith and cousins across the sea, millions of people will come and settle here in the wide North-West.

Our children, surely our children's children, shall walk paved streets of cities that will rise where the line men are driving their stakes in the wild grass to-day. To ride, to drive, to walk amid these endless reaches of ranch lands is to set your "wheels" going and to soar on the wings of fancy into the future when there



(Engraved for "The Book of Canada.")

A Business Portion of the New Metropolis, Winnipeg.

oily-tongued curbstone dealer in town lots that I remember, and urge myself to remember, that trite observation of David's, that all men are liars.

Notwithstanding many obstacles and interruptions the engineers have already located a line from the South Saskatchewan to Lake Superior that will surprise even the optimistic promoters of this great transcontinental road. They are now absolutely certain of a road with a three-tenths grade—practically a level line—the maximum mount per mile eastward being a little less than sixteen feet. And along this line lie thousands of homesteads, hundreds of thousands of acres of land. Fifty years hence, if the white dove shall be no more land for the homesteader, when all this wild prairie is given to the plow. When the wild goose is gone to the northern lakes, and the wild moose, backing into the forest that fringes the wheat belt, shall gaze across the Saskatchewan and wonder what next.

The Grand Trunk Pacific will hold steadily to the North-West all the way from Winnipeg to Port Simpson. Out in Assiniboia a fifty mile branch drops south, picking up Regina, the important and rapidly growing capital of the North-West Territories. Crossing the south Saskatchewan, somewhere south of Saskatoon, the pathfinder sets his face toward Edmonton,

destined to be the chief city of the far North-West. Three years from to-day it will have three railways. Nothing short of a real estate boom can stop Edmonton. It has more live ones to the inch than any town in Canada, and the best hotel for the price in the North-West.

Here, though still in a good mixed farming country, the road cuts through the great lignite belt. On the Red Deer River, as on the north Saskatchewan, the veins can be seen cropping out of the banks on either side. In the city limits of Edmonton I saw as fine a market garden as I have ever seen, and immediately across the river, but fifty rods away, they mine fairly good domestic coal, and deliver it in Edmonton at $3.00 per ton. Poor as it is, this lignite is a gift from the gods to this north country.

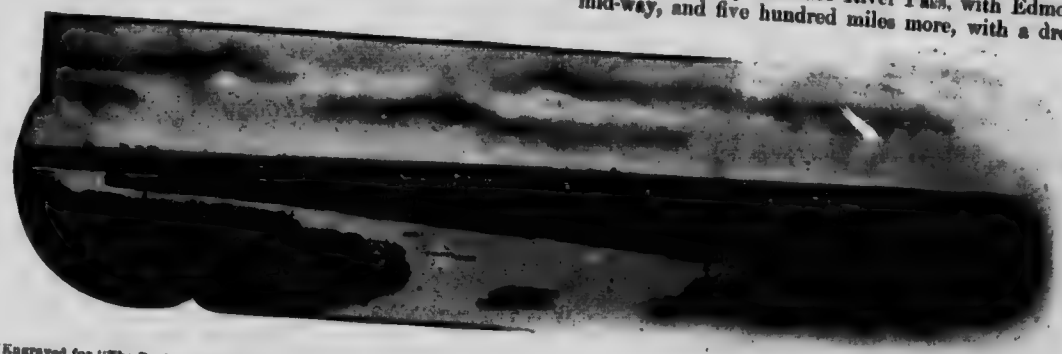
West of the south Saskatchewan for fifty miles or more the line lies along the south bank of the north Saskatchewan, a beautiful river that cuts a deep furrow in the face of the earth.

North-West, touches the Peace River at Dunvegan, crossing the range at Peace River Pass only 2,900 feet above the sea.

At Dunvegan, which is on the Upper Peace River where there has been no frost in summer to hurt the fine gardens grown annually at the Hudson's Bay Post for fifteen years, we pass out of the agricultural section and enter the forest section and mineral zone.

Also, we shall have here the annual harvest of the fur-catcher, and her, too, will lie a new field, made accessible by the railway, for the lover of out-door sports and the pursuer of big game. Already there is an excursion steamer on the Upper Peace, and on all the great rivers of the north the boats of the Hudson's Bay Company, so that as soon as the road is built it will be easy going to Lake Athabasca, the gateway of the mighty Mackenzie.

Twelve hundred miles from Winnipeg will take the tourist to the top of Peace River Pass, with Edmonton mid-way, and five hundred miles more, with a drop of



(Engraved for "The Book of Canada.")

Panoramic View of Moose Jaw, Assiniboia.

As the road leaves the river, a branch leaves the main line leading south-west some two hundred miles to Calgary, the metropolis of Southern Alberta. Here, as at Edmonton, we find every indication of a city to be within the next decade. It is near Calgary that the Beresfords have their fine cattle ranches. A vast amount of English capital is invested here, and it is here that they are spending millions of dollars digging a great ditch through which a river shall flow ten feet deep and sixty feet wide, carrying 2,000 cubic feet of water per second to quench the thirst of the 300,000 acres of semi-arid land that lies in the region to be watered. There will be twenty miles of main canal and 100 miles of secondary canal.

With this great work completed and a competing line of railway, the people of this province will scarcely have flees enough left to keep them from "brooding."

West from Edmonton the pathfinders have set two rows of stakes. One line running a little south of west crosses the Rockies at Yellow Head Pass and finds a harbour at Bute Inlet, which is sheltered by Vancouver Island.

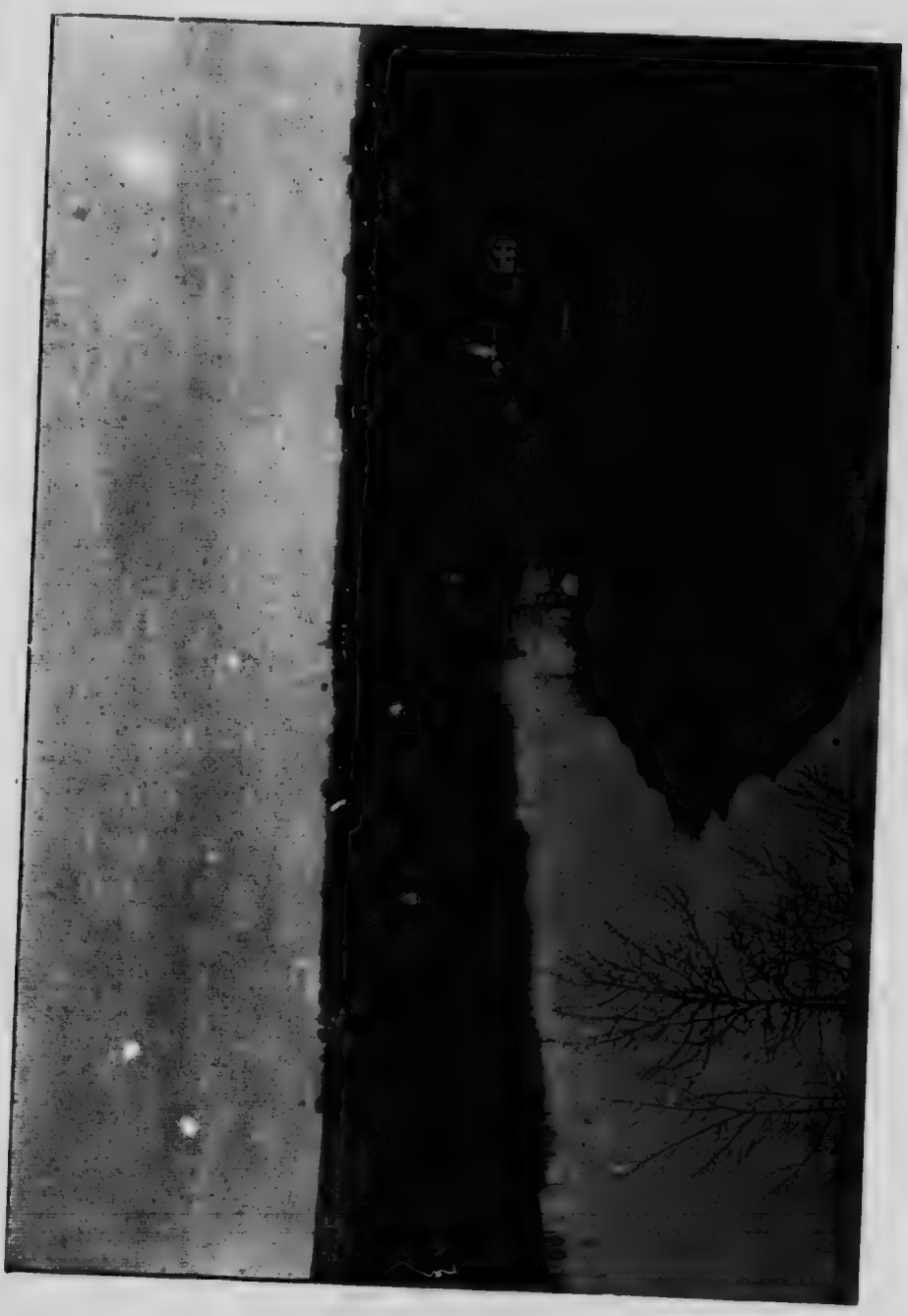
The other, and most probable route, leads to the

less than three thousand feet—say six feet to the mile—brings us to the brine at Port Simpson, five or six hundred miles north of Vancouver, and five hundred and fifty miles, a full day's sail, nearer the Orient than any other Pacific port. In addition to being the best harbour on the coast, save San Francisco, Port Simpson lies at the point where the Japan current breaks strongest on the continent, and gives birth to the warm Chinook wind that make habitable millions of acres that otherwise would be a bleak and barren waste.

From Peace River Pass to the Pacific Coast the road runs through a rough country, but it is well timbered and promises much in the way of coal and mineral wealth.

All the way west from Edmonton to the Pacific, approximately a thousand miles, this new line will pass through a wonderfully interesting country. A land comparatively unknown to-day, a land abounding in big things; great lakes, majestic mountains, dark forests, deep canons and mighty rivers, such views as are not now to be seen from a car window anywhere on this continent.

The Grand Trunk Pacific will have a main line from



Edmonton, Alberta.

This illustration affords a comprehensive idea of the location of Edmonton, a young city of great promise in the Northwest. It has one railroad at present and two other main lines are building toward it. It is the centre of the great wheat belt, the fur trade, lumbering interests, etc., of a vast tract of rapidly developing territory.

Moncton on the Atlantic to Port Simpson on the Pacific, over 3,000 miles long. It will cost a hundred to a hundred and fifty million dollars, and will make millions of homes accessible to the settler. When it is all done it will cost between two and three million dollars to fence it, and there will need be an elevator for every ten miles of track, in the wheat belt. Railway men of America predict that it will, when completed, be one of the best built and best equipped railways on the continent, a monument to the man who conceived it, and a credit to the Dominion Government, who saw the necessity for it, and who, in the face of great opposition helped to bring it about and make its construction possible.

It means much for Canada and for the British Empire, for, when the last spike is driven, London and Liverpool will lie down to rest one full "sleep"—five hundred and fifty-eight miles—nearer to Yokohama than she slept the night before. Verily, we are putting another crimp in the continent—we are shrinking the sphere.

GREAT NORTHERN RAILWAY OF CANADA.

This corporation, which has in operation some 250 miles of railway line, and has under construction an additional hundred, is an important link in the system of Canadian railways. The Great Northern of Canada own a valuable terminal property in the City of Quebec, and this they have improved with docks, warehouses and a fine, modern, million bushel grain elevator.

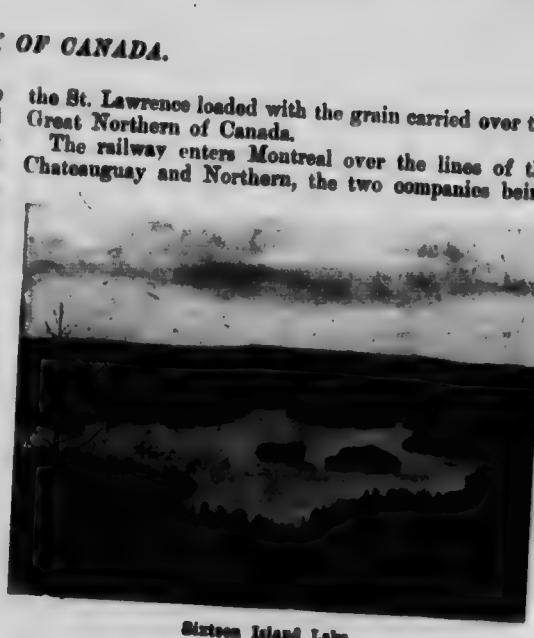
The chief idea in the construction of the Great Northern of Canada, was to give a short all-rail route between the Great Lake ports and the City of Quebec, and this is done by means of a line between that city and Hawkesbury, Ont., where the Great Northern con-



View of Prince Albert, a Thriving North-Western Centre.

nects with the Canada Atlantic, thus giving direct and close communication between Parry Sound on Georgian Bay and Quebec City. The value of the line between Parry Sound and Quebec as a grain route by which the wheat fields of the great West are opened to the ocean vessels plying between the City of Quebec and European ports can hardly be overestimated, and though the road is one of comparative youth, already a fine business in done and steamships ply regularly down the St. Lawrence loaded with the grain carried over t Great Northern of Canada.

The railway enters Montreal over the lines of t Chateauguay and Northern, the two companies bei



Sixteen Island Lake.

"The Gem of the Laurentians," 1200 feet above Montreal, reached by the Great Northern Ry. of Canada. New Short Line between Montreal, Joliette, Shawinigan Falls and the Laurentian Hills.

very closely connected as regards ownership and management. From Montreal one line of the Great Northern of Canada runs through Hawkesbury, and another the Montfort division, gives passenger and freight facilities in this district, a great portion of which has heretofore been without railway line. The distance between Montreal and Hawkesbury over the lines of the Great Northern is 103 miles, while the line operated between Joliette and Quebec City covers a distance of 195 miles. Some of the chief connections of the Great Northern are as follows:—At Quebec with the C. P. R., I. C. R., G. T. R., and Quebec Central; at Riviere a Pierre with the Quebec and Lake St. John Ry.; at Montreal with the C. P. R., G. T. R. and I. C. R.; at St. Jerome with the C. P. R.; at Lachute with the C. P. R.; at Hawkesbury with the Canada Atlantic; at Montfort Junction with the C. P. R., and at Grenville with the Carillon and Grenville.

The officers of the company are as follows:—Mr. D. B. Hanna, President; Mr. James McNaught, first Vice-President; Mr. H. H. Melville, second Vice-President; Mr. E. E. Ling, third Vice-President; Mr. L. G. Scott, Secretary, Quebec; Mr. A. J. Gerrie, General Superintendent, Montreal; Mr. Guy Tombs, General Freight and Passenger Agent, Montreal, and Mr. W. A. Kingsland, Auditor, Quebec.

The majority of the company's stock is held by the Great Northern Consolidated Securities Company, and this corporation obtained control of the Canadian Northern in 1903, thus the combination as a Canadian railway project is one of no small magnitude, particularly in view of the fact that those at the head of the Great Northern of Canada are men of business tact, push and practical knowledge of the requirements of the country.

The Canadian Pacific Railway Company.

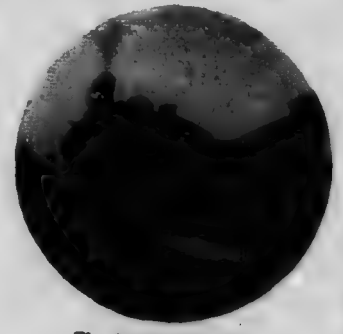
This great trans-continental railway is the pride of Canadians, for it stands unrivalled as the greatest transportation company in the world. It operates



The Empress of Japan.
One of the fast handsome steamers of the Canadian Pacific fleet.

over eleven thousand miles of railway, has magnificent fleets on the Atlantic, Pacific, and inland waters of Canada, and a chain of high class hotels stretching across Canada from St. Andrews-by-the-Sea to Vancouver, British Columbia.

Everything has been added to this great system that will secure safety and comfort for its passengers. The finest trains, the speediest ships, the most comfortable hotels, all bear the name of this wonderful company, until to-day the travelling public considers that a guarantee of excellency goes with everything that has attached to it the name of CANADIAN PACIFIC RAILWAY.



The Imperial Limited.
Starting from Montreal for Vancouver. This train is noted for its equipment.

The scenery along this remarkable railway is noted for its beauty. The line parallels the mighty Ottawa River, rounds the north shore of the Great Lakes, and reaches all the large centres of population in Canada. It is the direct line to the wheat fields and boundless prairies of Canada. It has stations at all the thriving towns and cities of that fertile country, the Canadian North-West, which is to-day attracting the attention of the world, and to which settlers from all countries are rushing in search of homes and land. But by far the scenic part of this great road is that part which traverses the Canadian Rockies, whose magnificent snow-crowned peaks stand out in strong contrast to the green of the valleys and mountain sides, and the clear blue of the sky. No words can adequately convey the wonderful panorama of beauty, as every turn of the road reveals new and charming scene of mountain, valley and river. Such a variety of scenery charms, arouses and evokes the strongest terms of admiration from all beholders. Too soon for the lovers of nature in all her grand riot of mountain peaks and rushing rivers, they are carried to the Pacific Coast, with its big trees, splendid climate, and fertile lands, where, by the same company, passengers may be transported to sunny Japan, ancient China, subtropical Hawaii and Fiji, progressive Australia, picturesque New Zealand, to the far North or around the world.

Truly this is a wonderful railway system that covers such an immense amount of territory, and so well caters to the wants of the travelling public.



Takakkaw Falls, Yoho Valley.
One of the many beautiful scenes in the Canadian Rockies.

The Locomotive and Machine Company of Montreal, Limited.

Established in February, 1904, the Locomotive and Machine Company, Limited, of Montreal, possesses the most complete and up-to-date plant in Canada for the manufacture and perfecting of the highest class locomotive engines, and the appliances necessary thereto.

The plant of the company is located some six miles to the eastward of the heart of the city of Montreal, being actually in the parish of Longue Pointe, Quebec. The plot, covering 63 acres, extends from the St. Lawrence River on the south to the right of way of the Great Northern Railway and the Montreal Terminal Railway at the north. The plant is provided with a complete system of tracks, connecting the various buildings with the two railways mentioned, and through them to all the lines which radiate from Montreal. The construction of a dock and basin on the river front (the company owning 1,100 feet of river frontage) has been undertaken by the Government from which water shipments may be made, and at which supply materials may be received.

The plant comprises a main building (including five principal departments), a power plant, a carpenter and pattern shop, a pattern storehouse, a structural shop, and a scrap house. It is the most compact locomotive plant in America, the arrangements of the several departments of the main building securing the free interchange of material and minimum distances to be traversed.

The main building includes a machine shop 132 feet by 420 feet, also a forge and smith shop and erecting shop, a boiler shop and a foundry, each 66 feet by 380 feet. The machine shop is divided into two bays by a central line of columns. Electric travelling cranes are provided as follows:—Machine shop 4 10-ton; erecting shop 2, 60-ton; boiler shop 1, 20-ton; foundry 2, 15-ton. In addition to these there are in the riveting tower of the boiler shop, two 20-ton and one 10-ton hydraulic cranes. All departments are provided with ordinary swing cranes; the provision of cranes of this class being extremely liberal.

The pattern and carpenter shop is 66 feet x 100 feet, and is of two stories. The pattern storehouse adjacent to this building is of the same size, but of one story. A storehouse and office buiding is located at the south-west corner of the main building.

There is also a large structural shop 200 feet by 300 feet, with but two posts within the entire floor area. Conditions existing in Canada justified the expectation that a structural shop, operated in connection with this locomotive building plant would be a profitable enterprise. It is specially designed and perfectly adapted to general structural work, either the building of bridges or trusses, steel work, etc., for steel buildings, and a great deal of work of this character has already been done and is always steadily on the way.

The whole of the buildings are thoroughly modern; the outer wall being of stone up to the window sill line, and above that, of brick. The roof trusses are of steel throughout. Many of the interior partitions are formed by studding, supporting expanded metal sheets and surfaced with plaster on both sides. Such partitions serve every purpose in the way of dividing the different departments, and are also cheap to construct, and occupy a minimum of floor space.

The tool equipment of the plant was very carefully selected, and is modern throughout. It is being amplified and enlarged, and a very liberal policy is in force, under which new tools or appliances which facilitate work or accelerate output are always installed as soon as their merits have become known.

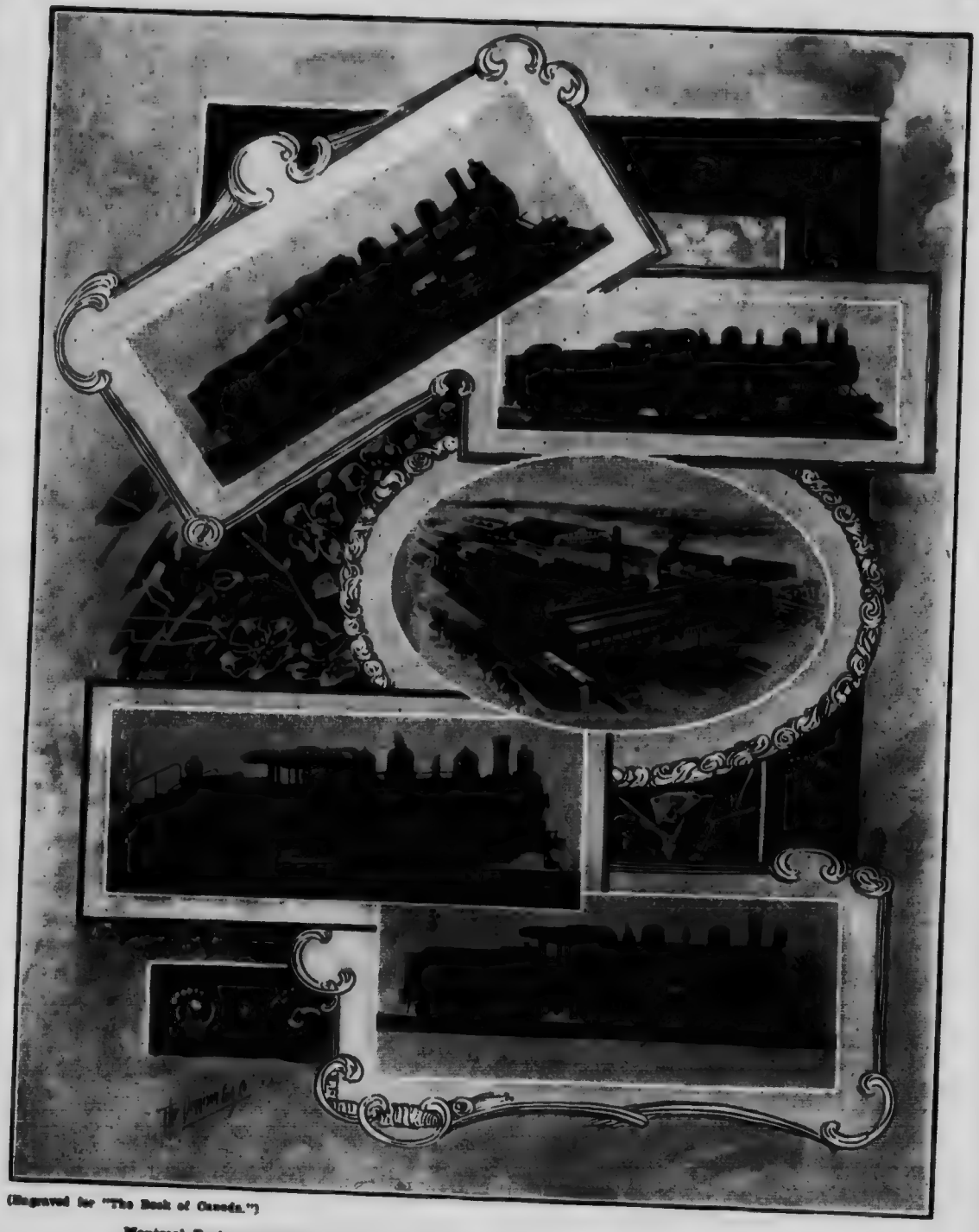
The exterior appearance of the buildings of this plant shows them to be substantial and generally pleasing, but without any unnecessary ornamentation.

With regard to the company's output, under present existing conditions, the works may be expected to turn out about 150 locomotives per year; with the additional tool equipment which has been ordered, and with the improved methods and organization which are being perfected, this output can be advanced to about 175 locomotives per year, when the force is on day work only, or to about 200 locomotives per year when working overtime. The boiler shop has a capacity in excess of the other departments and can probably turn out about 300 boilers per year, but this excess capacity can be used to good advantage, as many railways order new boilers, to replace the boilers of old locomotives which they modernize.

Located near the works on the company's land, and near the St. Lawrence River, a large hotel and a number of cottages have been erected for the accommodation of many of the skilled workmen.

Among the recent orders completed by the Locomotive and Machine Company may be mentioned a 96 foot span for the Bay of Quinte Railway Company, used for bridging the Scootomati River, and another of 66 feet for the Moira River. A pulp mill and machine shop, erected at Seven Islands, for the North Shore Power Railway and Navigation Company; ten large ten-wheel passenger engines for the Grand Trunk Railway; eleven consolidated engines for the C.P.R., fitted with superheater equipment; two eight-wheel passenger engines for the Quebec Central Railway; two ten-wheelers for the Halifax and South-Western Railway, one saddle tank engine for the International Harvester Company; four steam shovels, built from plans furnished by Mr. A. W. Robinson, and numerous other extensive and important orders are under-way, including 30 Canadian Pacific freight locomotives, 10 Grand Trunk and 15 Michigan Central.

The offices of the Locomotive and Machine Company of Montreal, Limited, are in the Imperial Building, St. James Street, Montreal.



(Engraved for "The Book of Canada.")

Montreal Factory and Products of the Locomotive and Machine Company of Montreal, Limited.

Richelieu and Ontario Navigation Company.

"Niagara to the Sea," undoubtedly the finest inland water trip in the world, covering 800 miles from Toronto, through Lake Ontario, the Thousand Islands, the exciting descent of the wonderful Rapids of the St. Lawrence River, the cities of Montreal, Quebec, the sublime scenery of the St. Lawrence below Quebec, thence on to Murray Bay, Tadousac and points on the famous Saguenay River.

The stop over points on this wonderful trip which supplies the maximum amount of luxurious steamer travel, at a minimum cost, will be shortly mentioned. From Niagara Falls, the Niagara River dashes down for fourteen miles through a gorge excavated by itself, passing Lewiston on the American side and Queenston on the Canadian side and to Niagara on the Lake. From Lewiston, Queenston and Niagara on the Lake, steamers of the Niagara Navigation Company run across Lake Ontario to Toronto, then to Montreal, the largest and most important city in Canada.

The Richelieu and Ontario Navigation Company's Royal Mail steamers leave, Toronto daily during the summer, running via Charlotte, Kingston, the American Channel through the Thousand Islands, and running all the Rapids to Montreal. Leaving Toronto going east the steamers call first at Charlotte N.Y., and then on to Kingston, Ontario (the principal fortified position west of Quebec). Kingston is situated at the foot of Lake Ontario, and the head of the St. Lawrence River, which together with the great lakes,



On the Saguenay.

form the grandest system of inland navigation in the world. This magnificent route extends from the headwaters of Lake Ontario to Tadousac on the lower St. Lawrence River, thence up the Saguenay River to Chicoutimi, a distance of 778 miles.

The Thousand Islands are 1,692 in actual number, and extend from Kingston to Brockville—fifty miles. From the deck of the Richelieu Company's steamers, the traveller has a glorious opportunity of viewing the ever changing attraction of this wonderful natural panorama. Every turn and every motion of the boat brings new views, new scenes and new life. A large number of the islands are owned by wealthy people,



R. & O. Steamer in the Rapids.

many of whom have built fine residences, and laid out tasteful grounds. Palatial hotels have been erected on many other islands, and these are thronged with tourists and visitors during the whole summer season.

Reaching Prescott, Ontario, the lake steamers transfer passengers to the river steamers to run the rapids. From the Thousand Islands to Montreal, the entire trip is made by daylight on the Richelieu Company's steamers, the only line running all the rapids. There is a constant succession of pleasing views and thrilling passages, the Galops and Rapids du Plat are the first, Long Sault Rapids, Coteau Rapids, Cedar Rapids, Split-Rock Rapids, and the last and perhaps the most exciting of the chain, The Lachine Rapids, with a fall of forty-five feet, then the great river broadens and calms itself as it sweeps under the Victoria Bridge to the wharves of Montreal. At Montreal passengers are transferred to the company's large steamers plying to Quebec, and so on, through undoubtedly the grandest picturesque and delightful scenery to the ocean.

The fleet of the Richelieu and Ontario Navigation Company is composed of 23 steamers. The principal officers of the company are Mr. C. J. Smith, General Manager; Mr. Thomas Henry, Traffic Manager; and Mr. R. McEwen, General Freight and Baggage Agent. Its Head Office are located at 228 St. Paul Street, Montreal. The company has agents in all the principal cities in the United States, and the Dominion of Canada.

A PREFERENCE WITHOUT SACRIFICE.

CHAPTER VIII.

The Question of Imperial Preferential Trade as Viewed from the Canadian Manufacturers' Standpoint.

By WATSON GRIFFIN.

SOME of the British advocates of Imperial Preferential Trade seem to have a false conception of the attitude of the Canadian people. Canadians in general undoubtedly sympathize with Mr. Chamberlain, but Canada's allegiance to the Empire does not depend upon the success of Mr. Chamberlain's campaign. Indeed, Canadians do not wish the British Government to adopt such a policy until the British people are satisfied that it will be advantageous to the United Kingdom as well as to the Empire at large.

"What can Canada offer in return for a preference?" is a question frequently asked. The fact that Canada now gives a preference to British goods seems to be generally overlooked or regarded as of no importance. Yet if this preference were granted to Germany instead of to Britain, if German goods could enter the Canadian market at a lower rate than British goods, British manufacturers would think that they were placed at a great disadvantage. The preference which is considered of little or no value when granted to Britain, would be a regarded as a great thing if given to any foreign country. But will Canadians increase this preference in favor of British goods in return for a preference in the British market? There is only one way in which they can do so without sacrificing Canadian interests, and that is by increasing the general tariff against foreign countries.

One of the tariff resolutions adopted by the Canadian Manufacturers' Association several years ago and reaffirmed at every annual meeting since held was, "That while the tariff should primarily be framed for Canadian interests, it should nevertheless give a substantial preference to the Mother Country, and also to any other part of the British Empire with which reciprocal preferential trade can be arranged, recognising always that under any conditions the minimum tariff must afford adequate protection to all Canadian producers."

This resolution has been criticised on the ground that such a preference would be of no advantage to British manufacturers, but I think it can be shown that it would be very beneficial to them.

Canadian manufacturers advocate the raising of the general tariff to such an extent, that when the preference is allowed on British imports Canadian industries will not be destroyed, but at the same time British manufacturers will have a great advantage over foreigners in supplying us with whatever we require to import. Canada cannot even agree not to make increases in the tariff on British goods when such increases are necessary to preserve Canadian home industries.

The immediate effect of raising the Canadian general tariff would be to transfer to British manufacturers a great part of the Canadian business which now goes to the manufacturers of the United States, Germany and other foreign countries. This amounts to many millions of dollars annually. In a few years the establishment of new factories in Canada would cause the imports to decrease per head of population, but the increase in the Canadian protection against foreign countries combined with a preference for Canadian products in the British market would so stimulate the development of Canada that there would be a large increase in the total imports from Britain. Notwithstanding the high protective tariff of the United States, that great



Engraved for the "Book of Canada," from a sketch in "Black and White."

The Right Hon. Joseph Chamberlain,
Champion of the Preferential Tariff.

country imported in 1903 $1,025,719,237 worth of merchandise.

The policies of free trade and protection have been thoroughly tested by the world, and the result is, that the nations are becoming more and more protectionist. In no country is protection sentiment growing more rapidly than in the Canadian Dominion, and there can be no doubt that adequate protection is to be the future policy of Canada. Will it not be an advantage to Britain to be exempted to a considerable extent from future increases in the Canadian tariff? The Wilson-Gorman tariff passed by a Democratic Congress of the United States during the Cleveland administration averaged considerably higher than the present maximum tariff of Canada, and higher than the Canadian tariff on British goods would be if the increases asked for by Canadian manufacturers were granted. Yet the Wilson-Gorman tariff was much lower than the McKinley tariff, which preceded it, or the Dingley tariff, which is now in force in the United States, and the Republicans called it a free trade measure. Will anyone argue that the British people would not have been pleased if the United States Congress, when adopting the high Dingley tariff in place of the comparatively low Wilson-Gorman tariff, had inserted a clause giving the countries of the British Empire such a preference that most of the increases in the tariff would not apply to goods imported from them?

According to the Canadian Trade and Navigation returns, the total value of goods entered for consumption in Canada in the fiscal year 1904, was $251,404,332. The imports from the United Kingdom were only valued at $61,777,574, while those from the United States were valued at $150,826,515. Canadians sent to foreign countries during the fiscal year 1904, for iron and steel and manufactures of iron and steel $32,051,590, while they only imported $9,101,199 worth from British countries. A general increase of the Canadian tariff against foreign countries would give British manufacturers a larger preference than they have now, and while it would cause the establishment of many new industries in Canada and the extension of old industries, it would divert a great deal of the trade now done with foreign countries into British channels.

During the fiscal year 1903 there were entered for consumption in Canada 187,232,471 pounds of German sugar, while only 98,843,357 pounds of sugar were imported from British Guiana and the British West Indies, but during the following year only 30,528,530 pounds of German sugar were imported for consumption, while the imports of sugar from British Guiana and the British West Indies for consumption in Canada increased to 274,477,706 pounds. This extraordinary change was due to the combined effect of Canada's preferential tariff in favor of British countries and the surtax on German goods. It is a good illustration of the way in which trade may be diverted into new channels by a preferential tariff.

In considering the value of a Canadian preference, the British people should remember that Canada is a country of vast area and great natural resources, which are now being rapidly developed. There is very little doubt that the population will multiply as rapidly during the twentieth century as that of the United States did in the nineteenth century. The total value of goods entered for consumption in Canada in the fiscal year 1895, was only $105,252,511 as compared with $251,404,332 in the fiscal year 1905.

Canadian manufacturers do not favor the sacrifice of Canadian industries for the sake of a preference in the British market, nor do they wish the British people to make any sacrifices for the sake of Canada, but they believe that without any sacrifices on either side the tariffs of the two countries can be so readjusted that they will be mutually benefited.

During the year ending December 31, 1904, the United Kingdom derived a revenue of £34,774,445, equal to $174,[illegible]223 from customs taxes. According to the census of 1901, the population of the United Kingdom in April, 1901, was 41,[illegible]452, and the rate of increase in population for the previous ten years was 9.9 per cent. Assuming the rate of increase to be maintained, the population in 1904 would be about 42,843,000. So the customs tariff taxation of the United Kingdom amounted to about $4.00 per head of population. The customs revenue of the United States for the fiscal year 1904 was $261,274,505, and the population was estimated by Government statisticians to be 81,752,000, so that the customs taxation amounted to $3.19 per head of population. Thus the British people actually paid more customs taxes per head of population than the people of the United States. Britain also levied at its ports a larger amount of customs duties than any other country in Europe, as has been pointed out by Mr. Thomas Gibson Bowles, a member of the British Parliament, but whereas the British duties were levied on a few articles, most of which were not produced in the country, the United States, Germany, France, Canada and other protectionist countries imposed duties on a great many articles, and so arranged them as to afford protection to the home producers.

According to the British Trade and Navigation returns, the gross amount derived from the customs duty on tea for the year ending December 31, 1904, was £7,912,850, equal to $38,511,000, while the customs duties on coffee, chicory and cocoa produced a gross amount of £511,408, equivalent to about $2,489,000, so that the gross amount produced by duties on tea, coffee, chicory and cocoa was £8,424,264, equivalent to about $41,000,000.

The total quantity of tea entered for home consumption during the year ending December 31, 1904, was 256,509,731 lbs. Of this quantity, 155,104,198 lbs. were imported from the British East Indies and 79,398,905 lbs. from Ceylon, a total of 234,503,103 lbs. of tea from British possessions and only 22,006,628 lbs. from other countries, a little less than one-tenth of the total coming from foreign countries. The tax on tea was increased in 1904 from 6d. to 8d. per pound. The higher tax was only in force for a portion of the year or the revenue would have been greater. Assuming that the quantity of tea imported for consumption should be the same in 1905 as in 1904, the 234,503,103 lbs. of tea imported from British possessions for con-



Robert Meighen, Esq.

President of The Lake of the Woods Milling Co., and one of the best known captains of industry in the Dominion of Canada. Mr. Meighen is an ardent Imperialist and a devoted adherent of the policy of Mr. Chamberlain.

sumption in the United Kingdom would yield a revenue of over £7,816,000, equivalent to over $38,000,000. The immense quantity of tea imported for consumption in the United Kingdom shows that the beverage is used in almost every British household. Therefore, if the tax were taken off tea imported from British possessions, the whole community would be relieved of taxation on what is regarded by the British people as a table necessity, and taxes to the same amount could be imposed on food imported from foreign countries without increasing the burden of taxation.

If a customs tax of twenty per cent. were levied on foreign flour and wheat meal and oatmeal, a tax of ten per cent. on foreign wheat, oats, peas, beans, apples, potatoes, cheese and fish, and a tax of five per cent. on foreign living animals imported for food, foreign dead meat, foreign butter and foreign eggs, these taxes would altogether produce less than the revenue derived from the tax of eight pence per lb. on tea imported from British possessions. If such taxes had been imposed upon the foreign food products imported into the United Kingdom during the year ending December 31, 1904, the revenue derived from these duties would have been as follows:—

Customs Duties.	Revenue.
Twenty per cent. on foreign flour and wheat meal	£1,248,896
Twenty per cent. on oatmeal	91,340
Ten per cent. on foreign cheese	139,086
" " " " " fish	263,075
" " " " " wheat	1,967,133
" " " " " oats	354,828
" " " " " peas	67,371
" " " " " beans	57,371
" " " " apples	211,837
" " " " potatoes	200,855
Five per cent. on foreign living animals imported for food	381,361
Five per cent. on foreign dead meat	1,509,557
" " " " " butter	800,126
" " " " " eggs	330,047
Proposed preferential taxes	£7,622,883
Tax to be taken off tea	7,816,000

In the case of oatmeal, apples and potatoes the imports from all countries are included, as the British returns do not discriminate between imports from the colonies and foreign countries.

By this arrangement £7,816,000 of present taxation would be abolished and £7,622,883 of new taxes imposed. Such an exchange would be no robbery of the British taxpayer, and it would enable the British Government to give a substantial preference to a large number of colonial products. The taxes on coffee, cocoa, chicory and chocolate imported from British possessions might also be abolished.

In making such a re-adjustment of the tariff, the British Government would probably adopt specific rather than ad valorem duties.

If such preferential duties were imposed as outlined above, not only would the rush of farmers from the United States and Europe to our Canadian Northwest be stimulated, but the American millers who are now supplying flour to Britain in large quantities would be compelled to start big mills in Canada if they wished to retain their trade, and large meat packing houses would also be established in Canada.

There are other ways in which the high tariff taxes paid by the British people might be so re-adjusted as to afford protection for home industries and favor the colonies at the same time. Most of the present customs duties are enormously high, and by reducing them, while placing protective duties on other articles, it would be possible to grant protection to many British industries without increasing the general taxation.

The home market is far more valuable to Canadian producers than either the British or the United States market, and if the Canadian market is secured to our own people by adequate protection, the country will be prosperous and progressive whether we get a preference in Britain or not. Nevertheless, a preference in the markets of the United Kingdom would hasten the development of Canada, and this would be to the advantage of the Empire. The children of the farmers who settle in Canada are educated in our schools, our churches and our newspapers to love Britain. If they were in the United States they would in many cases be educated to hate Britain. Therefore, if the British can by a preference without sacrifice stimulate settlement in Canada, they will greatly strengthen the Empire, and this will be worth while, even if they do not sell any more manufactured goods in Canada than they do now.

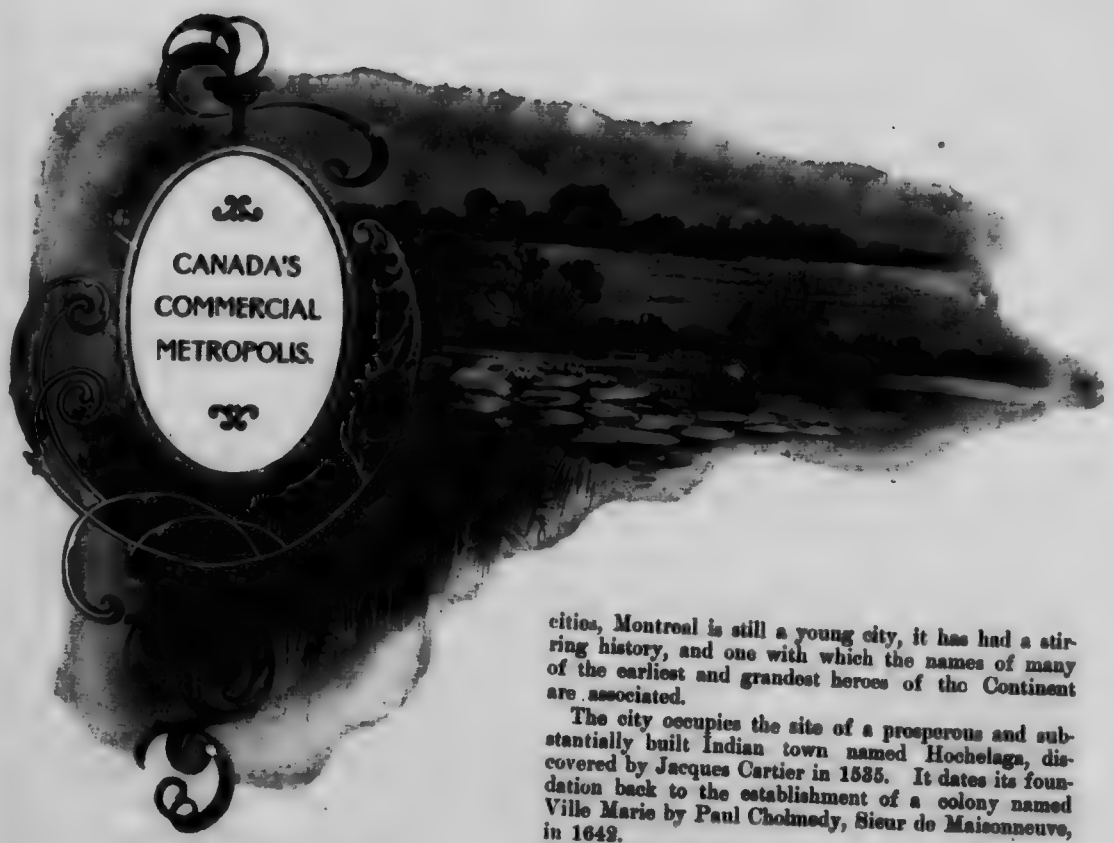
The best way in which Canadians can help the Empire at the present time, is to make Canada strong and great by building up Canadian industries of all kinds. A weak Canada will be a source of trouble and expense to the Empire; a populous and wealthy Canada will be a tower of strength to the Empire. If Canadians buy large quantities of manufactured goods in foreign countries, Canada's wealth will remain largely undeveloped, the progress of the country will be slow and many thousands of young men who should be the pride of the Empire will be forced to go abroad to seek congenial employment. According to the census of 1900, there were nearly 1,200,000 Canadians in the United States. Most of the young Canadians who leave Canada to become citizens of the United States are almost as completely lost to the Empire as if they were killed on the field of battle. By fostering home industries we can keep Canadians at home.

NOTE.—Since this article was written the British Government has reduced the tea tax from eightpence to sixpence per pound. If the quantity of tea imported should be the same, the revenue from the tea tax will therefore be reduced one-fourth.

Canada's Greatest Newspaper

The pre-eminence of the Montreal Star among the daily newspapers of Canada is well established and universally conceded. It is admitted by hundreds of thousands of readers who look to it for news, by thousands of advertisers from all the leading business centres of the continent, and even by the publishers of other Canadian newspapers. To attain that proud position was the work of many years, and the success of the present is the reward of the labors of the past. The progress of the Star is largely an index of the progress and development of the Dominion of Canada, for as the country has prospered and enlarged so the Star has grown, ever keeping abreast of the times and always eager to meet the demands of the public for a bright, newsy, wholesome journal. Its success demonstrates that energy and enterprise, coupled with a broad public spirit and a keen interest in the welfare of the people, are the secrets of prosperity in the field of journalism, for these are the qualities that have endeared the Star not only to the people of Montreal, but to all the people of Canada. The wide field the Star reaches and the hundreds of thousands who daily read its columns are the best evidences perhaps of the hold it has upon the public. To-day, according to a newspaper census, The Montreal Star is to be found in more than 90 per cent. of the English homes of the city of Montreal, while almost the entire suburban population are readers of it. The Weekly edition of the Montreal Star has a circulation in excess of 125,000 to paid in advance subscribers, and is distributed at every post office throughout the Dominion of Canada, from the Atlantic to the Pacific Coast. The facts connected with this enormous circulation are established beyond question, and in such a manner as to inspire absolute confidence on the part of the public. Wholly disinterested accountants of highest repute have checked the circulation records of the Star, and have invariably found them to be as represented; and further, the Star always keep these records open to the public, and invites inspection, especially the inspection of the advertising public who have a direct pecuniary interest in knowing that the circulation claimed is real and permanent. The Montreal Star believes in letting the advertiser know what he is getting for his money, and it invites an open audit and searching investigation into its circulation returns in the interest of the advertisers using its columns. In this way the "Association of American Advertisers" recently audited "The Star's" circulation, and gave a certificate awarding the Montreal Star an average bona fide paid circulation of 56,543 copies, and to the Weekly Star (The Family Herald and Weekly Star) an average bona fide paid circulation of 145,822 copies per issue. The Montreal Star has by its straight-forward, open, business-like policy with the public won a dignified position in Canadian Journalism, and it commands to-day the respect of the entire public. The Montreal Star, as is well known, occupies its own magnificent and thoroughly modern building, in which are located all the departments of its publishing business. Its executive is progressive and thoroughly up to date, and its mechanical plant is of the most improved kind. All its machinery is driven by electricity generated on the premises. The Star is one of the leading metropolitan newspapers of this continent, and it is not too much to say that it is one of the public institutions of Canada of which the country may well be proud.

Not only as a newspaper, but as an advertising medium, is the Montreal Star the greatest publication in Canada. It has a wide field, and it occupies every part of it. It is pre-eminently the newspaper of the Canadian people, and through no other medium can the advertiser reach so large a portion of the reading public of this country. The Montreal Star has a circulation greater than the combined circulation of all the other English newspapers published in Montreal. It not only holds the local field, but through its weekly edition reaches far out into the most parts of Canada. The circulation of the Weekly Star (The Family Herald and Weekly Star), extends over the whole of this continent. There is scarcely a post-office in the Dominion that it does not enter. Besides its wide circulation, the character of its readers must be taken into consideration when estimating its value as an advertising medium. In its readers are represented the very best classes of the rural population—prosperous farmers and well-to-do residents of the towns and villages of Canada. These are the classes to whom advertisers always desire to speak.



CHAPTER IX.

MONTREAL is beyond dispute entitled to the designation, "The Commercial Metropolis of the Dominion." And it is not her pre-eminence in foreign trade alone which entitles her to be so called. She also excells all other cities of Canada in industrial activity, in internal commerce, in population, and in accumulated capital. Montreal has often been described as the wealthiest city of its size in the world.

It is not alone the commercial importance of the city which commands attention. Nestling around the broad base and climbing the wooded slopes of Mount Royal, it occupies a picturesque site; and the art of man has combined with the munificence of nature to make Montreal a city which attracts attention by her beauty. The seat of two great universities, which attract students from all parts of the Western Hemisphere, and also from Europe and Asia, she can fairly claim respect as the Oxford of Canada.

And though judged by the standards of Old World cities, Montreal is still a young city, it has had a stirring history, and one with which the names of many of the earliest and grandest heroes of the Continent are associated.

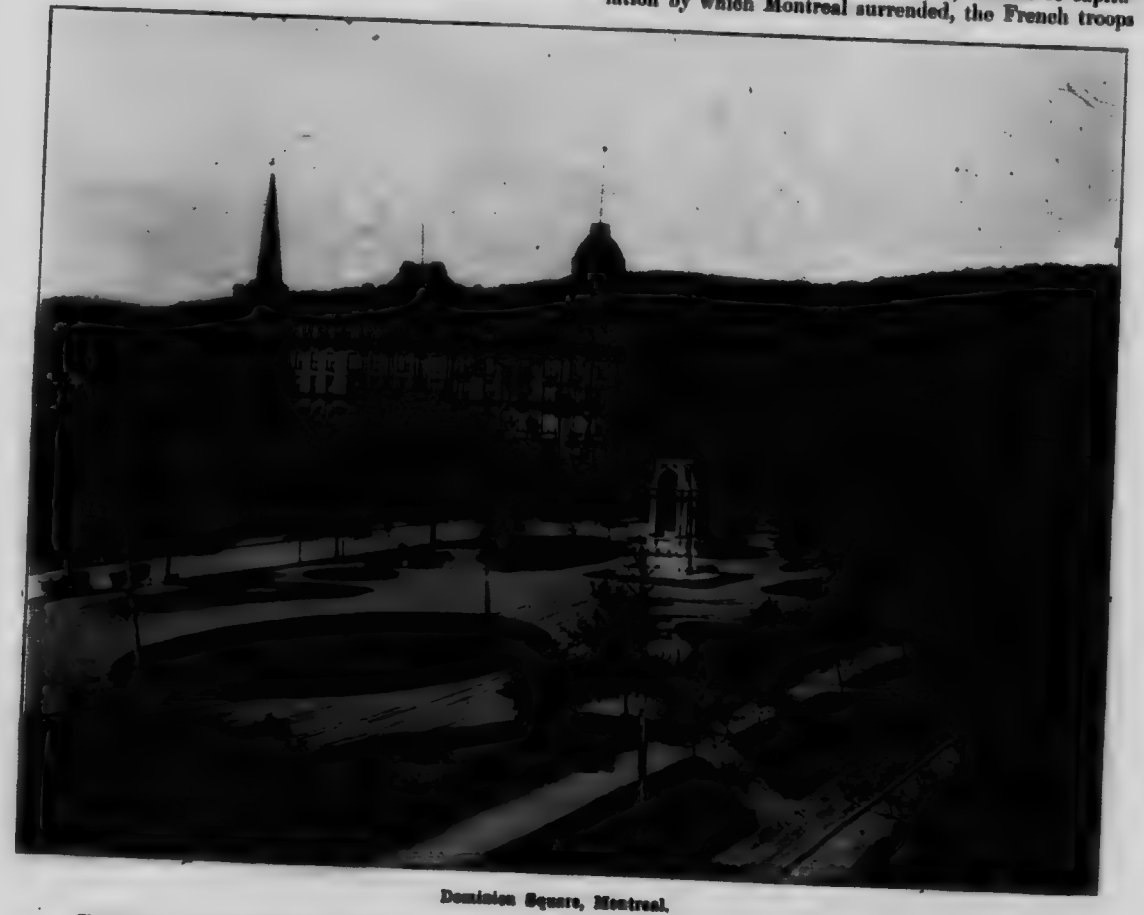
The city occupies the site of a prosperous and substantially built Indian town named Hochelaga, discovered by Jacques Cartier in 1535. It dates its foundation back to the establishment of a colony named Ville Marie by Paul Cholmedy, Sieur de Maisonneuve, in 1642.

In 1667 Ville Marie or Montreal had a population of 766 and was beginning to assert istelf as an independent centre of trade. It had a market day and a public warehouse erected by the people themselves. And brave trade pioneers and even braver priests, the latter with the zeal of the apostles and the spirit of the martyrs in their composition, were with marvellous rapidity bringing a constantly widening area, if not into subjection, at least within the spiritual influence of the Christian Church and the trade influence of the bustling little town. Fort Frontenac, now Kingston, nearly two hundred miles to the westward, at the outlet of Lake Ontario, became a western outpost of the enterprising merchants of the town at the foot of Mount Royal.

It was Montreal's commercial enterprise and religious zeal that planned those audaciously adventurous trips of exploration of Joliet, Hennepin, La Salle and Dulhut, and Montreal men who carried them out to their successful conclusion. They discovered the Great Lakes, the Mississippi and the productive country at present forming the western states, before the explorers of England's old colonies along the Atlantic seaboard had got further westward than the Allegheny Mountains.

Great consternation prevailed in Montreal in 1759 when news arrived of Wolfe's brilliant victory on the Plains of Abraham, followed by fugitives from Montcalm's army and most of the corps of Montreal militia, which comprised no unimportant part of the force assembled for the defence of Quebec.

With the St. Lawrence closed, and Quebec in the hands of the British, the French armies in Canada were completely dependent upon Montreal for supplies during the winter of 1759-60, and the people of the city had to submit to reduced rations and other hardships. Notwithstanding the loss of Quebec the French did not consider Canada lost. The main body of the French army was intact, and the nominal strength of the Montreal militia and the western Indian allies was considerable.



Dominion Square, Montreal.

Showing the Windsor Hotel, which house is planning a $1,000,000 addition. Mount Royal in the background.

It was decided to make a last stand at Montreal, the French forces were concentrated, the fortifications extended, and floating batteries constructed. But the British Government was very much in earnest and was well backing up its generals in the field. A well-equipped fleet prevented French reinforcements from even reaching the St. Lawrence, while the British armies received both reinforcements and supplies. Colonel Haldimand, with a strong force, descending from Lakes Champlain and George, via the Richelieu, appeared on the south side of the St. Lawrence; General Murray, with a strong naval and military force from Quebec, ascended that river, while General Amherst, with the main army, descending the river from Oswego, in force, encamped on the southern slope of the south-westerly spur of Mount Royal, and set about erecting batteries to bombard the town. The guns were not called in requisition, for negotiations for a surrender were opened, and on September 7th, 1760, there was signed in the headquarters of General Amherst, on the slopes of Mount Royal, articles of capitulation by which Montreal surrended, the French troops laid down their arms, and Canada passed into the possession of Great Britain. The next day, with drums beating and flags flying, a brigade of Amherst's army, headed by a detachment of the Royal Artillery, under Colonel Haldimand, and the Grenadier and Light Infantry companies of the regiments of the line, under Colonels Massey and Amherst, marched proudly down from the headquarters' camp, near the site of the present Montreal College, on Sherbrooke street, through the western suburbs, through the nearest gate in the walls, the Recollect Gate, situated at the corner of the present Notre Dame and McGill streets, to the citadel,



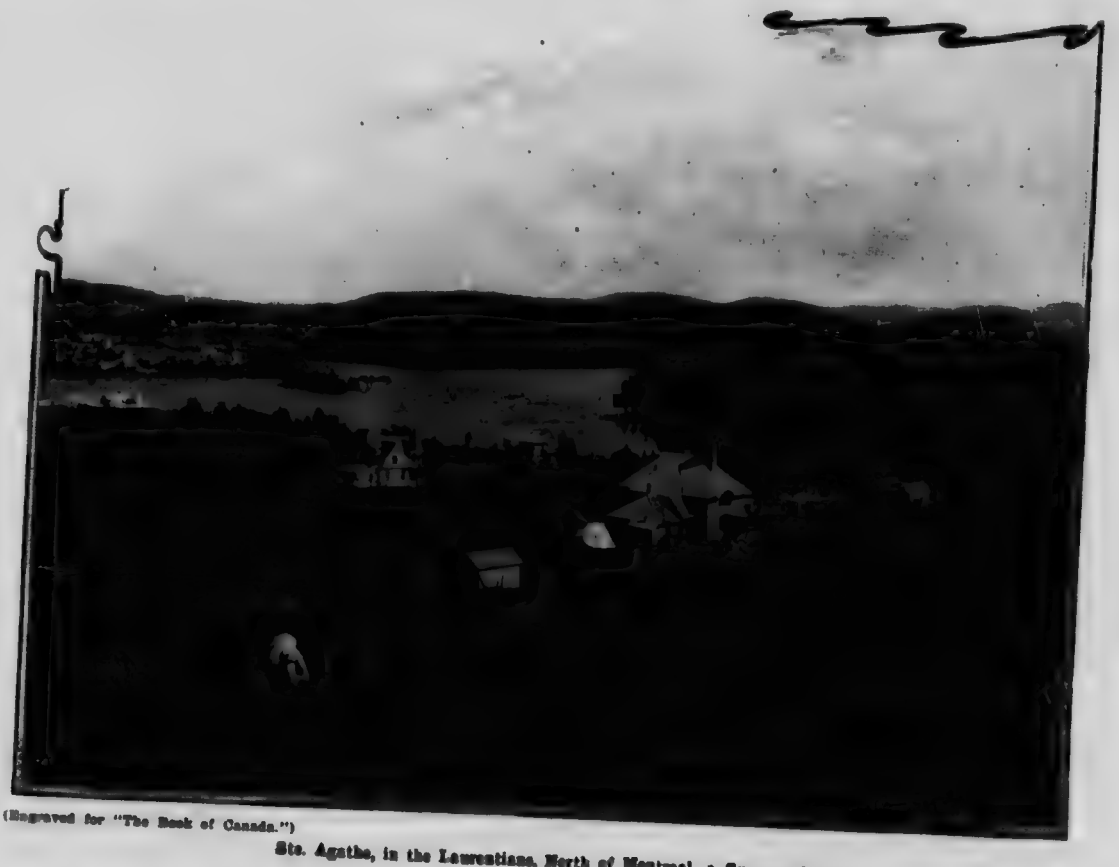
To de Maisonneuve. To Sir John Macdonald. To Lord Nelson.

Three representative Monuments at Montreal, located in different centres of the City.

which was situated near the present Viger Square depot of the Canadian Pacific Railway. At the Place D'Armes the French regiments of the garrison were drawn up, and surrendered their arms. The flag of France on the citadel flagstaff was lowered, and the red cross ensign of Britain raised in its stead. Guards were mounted and sentries posted, and that night for the first time English drums beat the sunset tattoo in the streets of Montreal.

The year 1809 stands out conspicuously in the history of Montreal, as witnessing the inauguration of steam navigation on the St. Lawrence by the "Accommodation," built in Montreal by Mr. John Molson, and which on November 3, 1809, started on her maiden voyage to Quebec. The "Accommodation" was the second steamboat built in America, the first having been built on the Hudson by Robert Fulton, equipped with English engines and operated between New York and Albany in 1807. The "Accommodation," which was a small craft of eighty-five feet over all, sixteen feet beam and a six-horse power engine, was a complete success, although she took thirty-six hours in the run to Quebec, which takes the modern steamers from nine to ten hours.

The original line of communication commanded by Montreal was the inland water highway. Nature endowed the northern half of North America with the most extensive chain of natural water communication in the world—a maze of mighty rivers and vast lakes, with tributaries stretching out in all directions, and reaching to the watersheds of other great inland water systems. The St. Lawrence is the main artery of this truly imperial highway, and it was by this route that there went into the heart of the continent the first white men to explore the great Lakes, to see the vast prairies of the west, to discover and explore the Mississippi, and to cross the Rocky Mountains to the shores of the Pacific. Exploration, like trade, follows the lines of least resistance.



(Engraved for "The Book of Canada.")

Ste. Agathe, in the Laurentians, North of Montreal, a Summer Resort.

In providing this natural means of communication, nature did much to assure the future greatness of Montreal, but man has had to do his part. Canadians have had to remove certain natural obstacles to make the route available throughout for the requirements of

modern commerce. There were shoals in some of the lakes and rivers, and also numerous rapids and waterfalls in the latter.

It requires a glance at the map to appreciate the secret of Montreal's commercial pre-eminence and to form an estimation of just how much her supremacy is due to her natural position, and how much to the enterprise of her own citizens.

The River St. Lawrence is 1,500 miles in length, and drains an area of 350,000 square miles. From Montreal to Quebec, a distance of 160 miles, its width varies from one to two miles. From a short distance below Quebec to the Gulf of St. Lawrence, it varies from ten to thirty-five miles in width. Half way between Montreal and Quebec it widens out into Lake St. Peter, which is twenty miles long and nine miles wide. At Quebec the tide rises fourteen feet, but it ceases to be observed at the lower end of Lake St. Peter.

From Quebec to Montreal the depth, excepting for a distance of thirty miles, mostly in Lake St. Peter, was never less than 30 feet. The work of deepening the channel on the flats of that lake was commenced in 1851 by the Harbour Commissioners of Montreal, and has been steadily continued, so that now a depth of 27½ feet at lowest water has been attained. Owing to these great efforts the largest ocean vessels are able to reach our port. In carrying on these works 9,500,000 cubic yards had to be removed. The ship channel so deepened is 300 feet wide at its narrowest point. It is 980 miles from Montreal to the Straits of Belleisle. The city is 250 miles above salt water, and yet it is 315 miles nearer to Liverpool than is the city of New York. A third of the whole distance to Europe by way of the St. Lawrence is in comparatively smooth water.

Westwardly the distance from Montreal to Chicago by the St. Lawrence system of river, canals and lakes, is 1,261 miles, or 518 miles less than the distance from New York to the same city, while the canals of the St. Lawrence system aggregate only 70 miles, against 350 miles of artificial navigation by the Erie Canal to Buffalo.

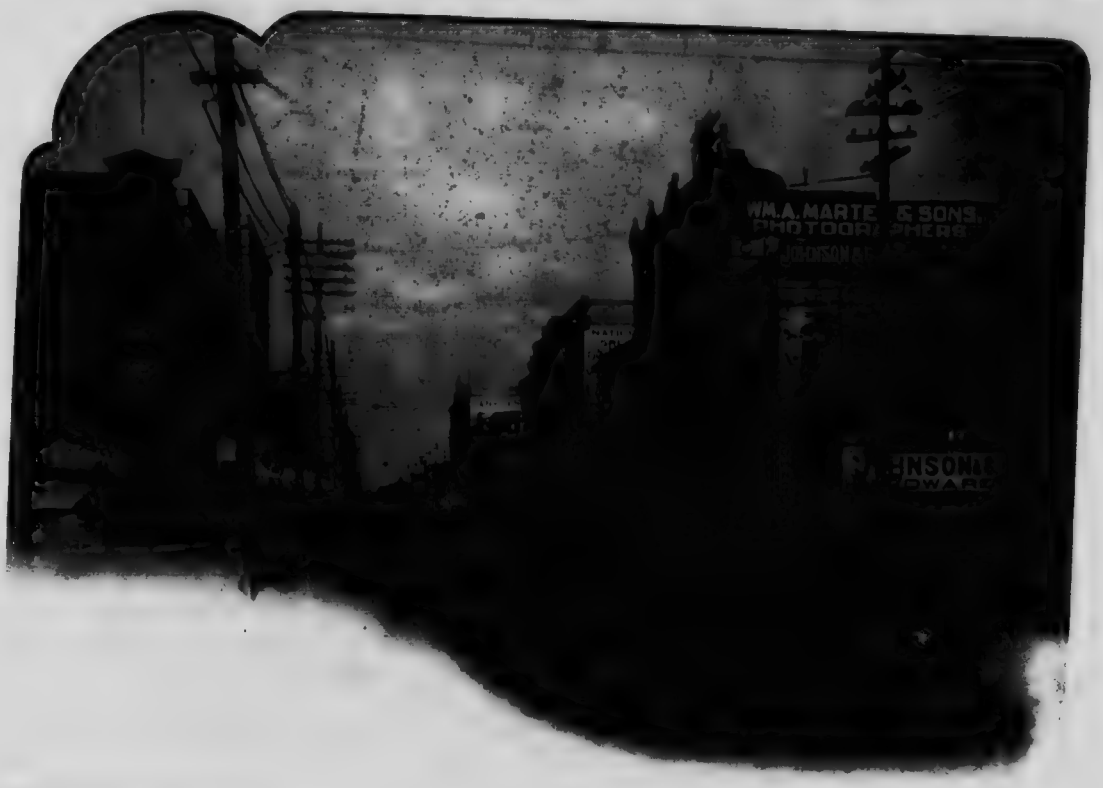


Fredericton, the Capital of New Brunswick, is a city of about 8,000 inhabitants. It is the centre of much wealth, the principal source of which is the lumbering trade operating from this point.

West of the great basin through which this St. Lawrence current pours its water, lie vast regions of fine grain growing and grazing lands. Behind these lie range after range of mountains, with mineral riches as yet unknown. Further back lie the prolific orchards of the west; back of these the fish-teeming waters of the Pacific; and across these waters the Orient—that land the map of which is but half unrolled. To the north of the St. Lawrence valley lie rich wheat belts, cattle lands and mineral bearing mountains. To the south are some of the fairest and most productive regions in the world. As the water courses from distant springs seek this mighty valley in their search for the ocean, so is commerce from all these lands gravitating towards it in ever-increasing volume. Year by

year the channels cut by this commerce grow deeper and deeper, and lengthen, as they draw to them the trade of lands still farther away.

As far back as 1820 a large ocean trade centred in Montreal, which port controlled the import trade, not only of Canada, but of Northern New York and Michigan via the Richelieu, Lake Champlain, the Upper St. Lawrence and Lake Ontario. The size of the ships had increased, and the shallows in Lake St. Peter and the river were found serious obstructions to trade.



(Engraved for "The Book of Canada.")

The Main Street of Brandon, Manitoba, a City making wonderful strides.

In 1830 an act was passed giving power to the governor to appoint three commissioners for the purpose of carrying into effect an act providng for the improvement of the harbor of Montreal. This board consisted of the Hon. Geo. Moffat, chairman; Mr. Jules Quesnel and Captain Robert S. Piper, of the Royal Engineers. This was the origin of the present Harbour Board. This first appointment of commissioners seems to have been made merely for the purpose of carrying out the improvements defined in the act of 1830, which improvements consisted in building the old quay and joining the island (late the Island Wharf) to the new wharf system. But as the scope of the work widened, the commission was continued by acts of parliament passed from time to time.

During the past few years the harbor proper has undergone a complete transformation, and the river front to-day would be quite unrecognizable by anyone who had been absent from the city since, say, 1895.

Previous to 1825 there were only two wharves with a frontage of 1,120 feet and a depth of two feet at low water. In 1825 a new wharf with a length of 1,260 feet and with a water depth of five feet was constructed. In 1842 there was a wharf frontage of 4,950 feet, or nearly a mile. In 1845 to 1847 the wharfage accommodation was increased to 7,070 feet, of 1.55 miles. In 1850, 1,370 feet of new wharfage in six feet of water had been added. In 1856 the work of dredging the harbor proper to allow vessels of heavy draught to approach and tie up to the wharves, disposing of the use of lighters, was begun. In 1866, when vessels drawing twenty feet of water could come to Montreal, there was the following wharfage accommodation in the Harbor of Montreal:—For vessels drawing less than twenty feet, 1.78 miles. In 1876 there were 4.2 miles of wharves; in 1878, 4.46 miles.



Office Buildings in Montreal erected by various Foreign and Local Insurance Companies.

By 1882 (there were then 4.7 miles of wharves), there had been expended on the harbor betwen the Victoria Bridge and Longue Pointe, no less a sum than $3,000,000, and not a cent of it had come out of the public treasury, Federal or Provincial. The money had been provided for; and the interest and considerable of the capital paid out of the harbor revenue alone.

The year 1832 marks an important event in the municipal history of the city—its incorporation. In 1792, by proclamation of Major-General Sir Alured Clarke, Lieutenant Governor, the Province of Lower Canada was divided into counties, towns and cities, the latter being Quebec and Montreal. But up to 1832 the provincial authorities levied and distributed the



Grain Boat Unloading at a Canada Atlantic Railway Elevater.

taxes in the cities as well as in the rural districts, leaving the minor details of administration in the hands of the local justices. In 1832 Acts were passed to temporarily incorporate the cities of Quebec and Montreal. These charters expired naturally in 1836, and, owing to the chaos created by the rebellion of 1837-38, they were not renewed until 1840, when, considerably amended, they were proclaimed as permanent charters. Th offices of mayor and alderman were not made elective until 1842, being filled previous to that date by the Governor-General.

As an indication of the material advancement of the city during the past twenty years, it is but necessary to state here that the assessed value of city real estate is at present $195,000,000, as against $84,270,000 twenty years ago. Compared with cities of relatively the same size in the United States, Montreal's real estate assessment is about the same as Washington, the national capital of the United States, and is greater than that of New Orleans, Milwaukee, Minneapolis, Providence, St. Paul, etc.

The following figures give an idea of the development of the municipal resources, being the assessed value of real estate within the City of Montreal during the years mentioned:—1882, $83,205,078; 1892, $130,258,365; 1897, $176,881,700; 1898, $178,384,345; 1899, $185,467,111; 1900, $185,228,477; 1901, $188,738,993; 1902, $190,000,000; 1904, $193,500,000.

The revenue of the city has developed proportionately, as the following figures indicate:—1851, $160,226; 1872, $891,231.82; 1882, $1,637,413.73; 1892, $2,470,438.49; 1901, $3,433,235.88 (including an abnormally large collection of arrears); 1902, $3,379,219.90.

The actual community embraced within the term "the population of Montreal," really includes the people who dwell in the thriving independent suburban municipalities, which hedge in the City of Montreal on every side. The city boundaries in some cases bisect whole rows of houses, so closely do the surburban municipalities elbow their mother city. The city streets continue in prolongation of their original lines through the municipalities of Verdun, Cote St. Paul, Ste. Cunegonde, St. Henri, Westmount and other municipalities, and even bear the same names as within the city limits. The numbering of the houses is continued through the suburban streets, and the street car, gas, electric light and telephone services are identical. Only experience can tell a person when he leaves the City of

Montreal and enters one of the many suburban towns or cities, be it remarked, some of these suburban offspring of the Metropolis having themselves attained the dignity of incorporation as cities. St. Henri (21,192) is the eleventh municipality in Canada, so far as population is concerned; St. Louis du Mile End (10,933) the twenty-third; Ste. Cunegonde (10,912), the twenty-fourth. Nearly all are incorporated as towns, and all maintain their local road, street lighting, sewer and water departments, police forces, fire brigades, public parks, etc. One of them, the densely populated city of Ste. Cunegonde, has every inch of its public throughfares paved in asphalt.

The population of these adjacent suburbs, added to that of the city proper (and it must be remembered that these suburbs are but the bed-rooms or workshops of city people), would bring the population of Montreal to about 500,000.

The story of the city's steady, substantial growth is shown at a glance by the following figures of population, at various periods:—1642, 18; 1689, 2,000; 1790, 9,000; 1842, 50,000; 1881, 155,237; 1891, 200,000; 1898, 250,000; 1901, 267,730; 1905, 302,000.

Substantiallity has been, from its earliest days, the characteristic of Montreal. This is true as well of its architecture as of its commerce. The ratio of increase, whether of population, commerce or the accumulation of wealth, has steadily risen with the years, and to-day the city is progressing at a more rapid rate than it ever has in its career.



Montreal Hospitals.

The Western.

The Montreal General.

The Royal Victoria.

The Notre Dame.

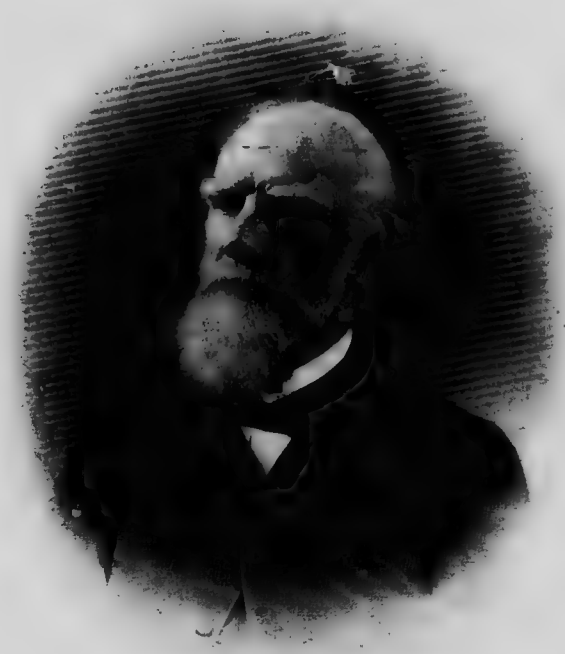
The Grey Nunnery.

The stranger landing for the first time in Montreal, immediately realises that he is in a metropolitan city. Four and a half miles long, by two miles wide, there are no sleepy throughfares within its limits. There are quiet streets in the select residential sections, where the palatial houses of the more prosperous citizens, the merchant princes and the successful professional men, are to be found, but these, in their very nature, are the evidences of a progressive people, who, by their energy and enterprise have made life worth living for its social pleasures. In the business districts, however, the rush and bustle of a metropolis are seen and heard from early morn to late at night.

Montreal's immense wholesale trade and gigantic banking business embrace the whole of Canada within their grasp, and even cater to the wants of distant China, Japan and Australia. Her immense cotton industries are among the largest and most prosperous in the world; the products of her great grist mills, rolling mills and iron works reach Central Africa. The house flags of her great steamship companies are known in every sea; regular lines of well equipped steamships, a creditable proportion of which are owned in the city, connect her harbor with every port of any size in Europe. In Montreal are the headquarters of three of the vastest railway systems in the world, the Canadian Pacific, the Grand Trunk Pacific, and the Grand Trunk Railway of Canada.

As Montreal enterprise and skill built and operated





The Right Honourable Lord Strathcona and Mount Royal, G.C.M.G., LL.D.,

President of the Bank of Montreal; Canadian High Commissioner at London; Patron of Canadian Institutions. Philanthropist, Financier, Diplomat.



Montreal possesses some of the most beautiful Churches and Cathedrals in the world, as this group of interiors will show.

Chapel of the Sacred Heart.
Church of Notre Dame de Lourdes.

Church of Notre Dame.

Church of the Jesu (Jesuit).
St. James' Methodist Church.

the vessels which inaugurated steam navigation in British North America, so citizens of Montreal were the pioneers of railroading in Canada, and they applied for the charter of the first Canadian railway the same year that the city obtained its first charter. It was 1830 before the railway proved itself an engineering success in England, and in 1831 citizens of Montreal asked for a charter to construct and operate a line of railway between Laprairie and St. John's. There was then, as now, considerable traffic between Montreal and New York. The old trade route was across the river by steamer to Laprairie, thence overland to St. John's, thence via the Richelieu, Lake Champlain, the Whitehall Canal and the Hudson River to New York. The Montreal merchants obtained their charter, and opened their pioneer railway, which was 16 miles long, in 1836. At first horse power was used, but in 1837 locomotives were successfully introduced. From that day to this the railway development of Canada has been directed from Montreal.

With the great network of railways centering at her doors; with the mighty St. Lawrence bringing the ships of the world to her docks, and with a large population ready to work and to buy, it is little wonder that Montreal takes her rank as the foremost manufacturing city in British North America.

A close estimate by the officers of the Canadian Manufacturers' Association places the invested capital of their 325 Montreal members, and their firms and corporations within the city and in the various municipalities surrounding, at $75,000,000.

These figures, it must be remembered, take in only the chief manufacturing establishments, and not all of these, for here and there a large producer and employer of labour has not joined the ranks of the Association, and therefore does not come within the estimate. Allowing for these discrepancies it would, therefore, be fair to place the manufacturing interests of Montreal at a valuation of say $90,000,000. These hives of industry in and about the city employ, all told, between



(Engraved for "The Book of Canada.")

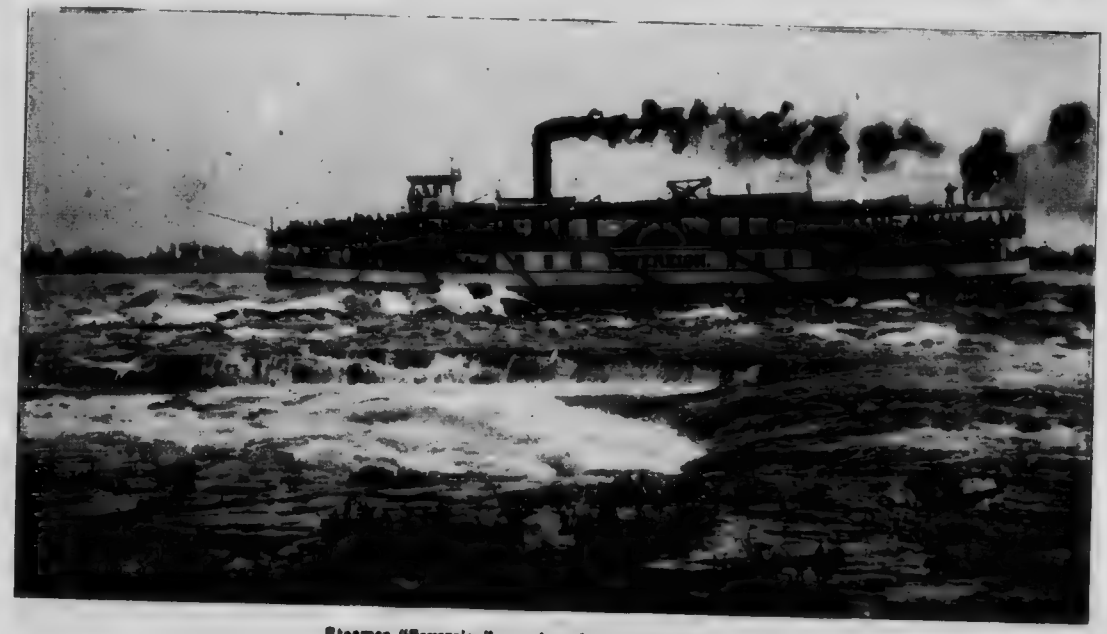
View of Halifax, Nova Scotia, taken from the Citadel.

Halifax, the capital of Nova Scotia, is a city of about 45,000 people. An ocean port of large proportions being the terminus of the Intercolonial and of the Canadian Pacific Railways. It is a large wholesaling point, and considerable manufacturing is carried on here.

forty and fifty thousand hands, while those dependent, both directly and indirectly, upon the turning of the wheels and the roaring of the looms will aggregate at least 200,000 people.

The most important factor of Montreal's manufacturing is, that the basic products are produced here, the products which in their turn go into the making of a thousand and one specialties. The great rolling mills of Montreal receive their iron ore and their coal from a dozen different sources perchance, but when the materials leave their hands they go straight to the maker of hardware, of nails, of boilers, of engines and so on, through the long list of enterprises which stud the city and the country.

now estimated, however, that the annual value of the factory production of the Dominion is well nigh a hundred per cent. greater than it was in 1901, and while the Government returns place the annual export of manufactured goods at about $20,000,000, they are now believed to be greatly in excess of these figures. The increase in manufacturing within the last three years is perhaps greater than in any similar period in the history of the country. This is partially due to the tide of prosperity which has largely increased the local demand, and partially to the shutting out, through bounties and protective tariffs, of foreign competitors. The large expansion in general railway work has also many of whom have now come to the conclusion that



Steamer "Sovereign" running the Lachine Rapids above Montreal.

Montreal has the two largest sugar refineries in the Dominion. The raw product reaches the refiners direct from the West Indies, the laden ships being unloaded at the very doors of the works. Here also we have cotton mills, employing their thousands of hands working up the raw material, which in turn goes to the shirt and clothing manufacturers in Montreal and throughout the country. In rubber the same applies, for Montreal has one of the largest rubber manufacturing plants in the Dominion, and one of the finest on the Continent. In boots and shoes the raw material is worked over into the finished article by thousands of skilled hands; and so it goes all through the different branches.

The Canadian Manufacturers' Association estimate that their 1,600 members throughout Canada represent alone a working capital of $425,000,000, while the census returns of 1901 give the value of the annual production in Canada at about $500,000,000. It is

they cannot do better than operate on Canadian soil. The large expansion in general railway work has also had much to do with this increase in plants, for while few years ago the Canadian railways purchased largely abroad, they are now manufacturing all their rolling stock and locomotives at home. A notable instance of this is the erection of the C. P. R. shops in Montreal, these works being not only among the most perfect, but also among the largest on the Continent. stock utilized by this vast corporation.

While the cost of labour in Canada is higher than in England and on the Continent, the local manufacturers have nevertheless been able to enter the foreign markets and establish themselves in such a manner that their trade is growing from month to month. This is notably so with the exportation of agricultural implements, flour, paper, and furniture.

The four sugar refineries of the Dominion, the two largest of which are located in Montreal, produced in

1903 some $12,000,000 of refined sugars and other products.

The development in the milling industry has been of marvellous growth. There are all told about four hundred flouring and grist mills in the country, and the annual output is valued at about $75,000,000 per year, and as the wheat fields of the West grow, the development promises to go on at even a faster rate. In the foreign markets, particularly in England and in the men's furnishing factories with an output of $5,000,000. As a fact in the employment of labour, it might be mentioned that a single factory of this character in Montreal employs 1,300 hands, and there are many others which give work to from 600 to 900 people.

In the manufacture of hats, caps and furs, there are 115 factories in the Dominion, and the annual output amounts to some $7,000,000.



(Engraved for "The Book of Canada.")

The Passing of the Red Man.

An Indian Encampment has become a great curiosity even in Western Canada. The encroachments of civilization are plainly seen by the equipment of carriages and waggons, and the stove pipes protruding through the tents.

Colonies, the importation of Canadian flour has increased very materially within the past few years, and much is expected of it in the future.

In 1903 the importations of crude rubber into Canada amounted to $1,500,000, and it is figured that the output of all rubber goods amounted in that same year to not less than $10,000,000, while aside from this the rubber clothing manufacturers are turning out annually over $1,000,000 worth of goods.

In the subsidiary industries the manufacture of clothing takes first place, and Montreal has become a great centre for this class of work. In the Dominion there are 58 men's clothing factories of large size, with a product of about $9,000,000; 26 women's clothing factories, with an annual output of $2,200,000, and 52

Eight companies in Canada own and operate 28 cotton mills, the most important of which centre in Montreal, and the annual output amounts to $13,000,000, in round figures. The scope of manufacture includes greys, whites, colored goods, linings, prints, ducks and quilts.

The following table, covering the period from 1898 to 1903 inclusive, gives an excellent idea of the distribution of the Dominion's manufactured exports:—

	1898	1899	1900	1901	1902	1903
Great Britain..	17,922,000	19,747,343	18,618,500	20,431,363	19,564,414	20,915,794
United States.	8,842,523	10,173,'44	15 263,493	14,109,899	19,044,715	22,525,966
France	462,385	684,341	466,926	567,410	554,719	413,380
Germany	310,687	338,745	511,313	493,'89	641,796	382,975
B. W. Indies ..	224,589	239,077	266,218	343,671	354,685	491,359
Newfoundland	350,944	430,511	576 562	606,706	696,557	666,885
Other countries	3,063,316	5,572,059	3,076,215	4,231,256	5,958,246	6,967,996
Total	31,216,894	34,944,230	30,267,277	41,045,694	46,118,881	51,714,155

Considering the fact that a half century ago Canada was practically without manufacturers of any magnitude, and that at most they confined their energies to the making of flour and a few such necessities for local consumption only, the growth of such industries in the Dominion has been nothing short of wonderful, and even to-day it may well be said that the country is only touching upon the edges of future possibilities,—in other words, the Dominion is only just beginning to find its own. With its iron and coal deposits, its unlimited supply of pulp wood and timber, its vast agricultural possibilities and its water powers and water ways, with proper and sufficient legislation, the country is preparing to stride out into the commerce of the world, and in the midst of all stands Montreal, unrivalled as a manufacturing centre.



City of Woodstock, New Brunswick.

TARIFF WITH THE UNITED STATES.

Canada's position on the American tariff is fairly set forth in the following article taken from the Montreal Herald. It says:—"We must never forget that we are living next door to a nation of eighty millions of people, nor lose sight of the fact that, whether we like it or not, what we do must and will be largely influenced by what they do; that it is our best policy to keep on friendly terms with them; and that if friendly tariff legislation were to be substituted by Congress for the present unfriendly legislation, it would provide an added stimulus to the development of this country. Canada has nothing with which to reproach herself in her relations with the States, and the Americans seem to be properly conscious of this; and if, as seems to be the case, we can, without derogation of our self-respect and without forfeit of flexible control of our fiscal policy, lend some encouragement to those who want the Dingley tariff revised downward, that encouragement ought not to be withheld.

"The sole danger to be apprehended from a renewal of the trade negotiations is, that people in this country and in the States may get the idea that something is to be done to the tariff of each country to please or benefit somebody in the other. The right basis of procedure is to adapt the tariff of each country to the needs of that country; if the result happens to give pleasure in the other country, so much the better. But to say that the tariff of either country is of no importance to the people of the other, is quite another matter. Canada has chosen its line of tariff policy, and next year will effect such a rearrangement as may be expected to stand without considerable modification for another ten years. It is desirable, but not essential, that our statesmen should know, if they can ascertain, what is to be the attitude of the United States during that period."

"Think of Canada's unrivalled resources, of almost everything, in its natural state, which is required for either the necessities or luxuries of mankind, awaiting only the master hand to complete the transformation. Her waterways and water powers, which in their number, magnitude and magnificence, eclipse those of any other land. Her blue sky and bracing climate, producing a strong and vigorous race. We are all optimists because we have learned to know and to appreciate our land and we are filled with enthusiasm for the possibilities within our reach, and determined to use every endeavour in our power to build up Canada into a great, a populous and prosperous nation, fit partner in a mighty Empire "—W. K. George, President Manufacturers' Association.

THE PORT OF MONTREAL

Something of its History—What Has Been Accomplished in a Half Century.

Situated nearly a thousand miles from the open Atlantic, one hundred miles above tide and 250 miles from salt water, Montreal stands unique among the sea ports of the world. A glance at the map tells the story. Above the city of Montreal lies the Canadian canal system, whereby vessels laden down to fourteen feet draught may come out of the very heart of the continent, straight to the docks at Montreal. Eastwardly the St. Lawrence trails off its thousand miles of blue water until the Atlantic is reached. Up from the sea come the great steamships of all nations and from all ports, and here, at Montreal, they meet the cargoes from the west, the east, the north and the south.

The natural advantages of the Port of Montreal are obvious. The city is 315 miles nearer Liverpool than is the city of New York, while a third of the entire distance between Montreal and European ports is in comparatively smooth water. Westwardly, the distance from Montreal to Chicago by the St. Lawrence systems of rivers, canals and lakes is 1,261 miles, or 158 miles less than the distance to New York, from the same city, while the canals of the St. Lawrence system only aggregate 70 miles, as compared with 350 miles of artificial navigation by the Erie Canal to Buffalo. And again, the St. Lawrence system of inland waterways is capable of accommodating vessels of nearly twice the draught of the Erie Canal.

During seven months of the year steamships of even twelve or fourteen thousand tons may navigate the gulf and river with perfect safety, and proceed at full speed right to the docks at Montreal. All this, however, was not accomplished without the expenditure of many millions of dollars and manifold labour. A half-century ago the shallows of Lake St. Peter prevented vessels drawing more than eleven feet water approaching the city, while to-day the ship channel between Montreal and the gulf has a depth of thirty feet at low water, and a breadth ranging from 350 to 2,000 feet wide.

Realizing that Montreal could not be thus handicapped, the port builders of the early days put their shoulders to the wheel, to be followed in the work by each successive generation, until now this vast undertaking is all but accomplished.

The existence of the Harbour Commission of Montreal, by whom all improvements to the harbour proper have been accomplished from the beginning to the present, dates back to the year 1830, when an Act was passed by the Government, giving power to appoint three Commissioners for the purpose of carrying into effect necessary improvements in the Harbour of Montreal. This Board consisted of the Hon. George Moffat, chairman; Jules Quesnel and Captain Robert S. Piper, of the Royal Engineers. At that time Montreal had practically no harbour, beyond what nature had given it. The grassey slopes reached down to the river side, and the small vessels of the day were obliged to lighter their cargoes, or get them to and from the shore by means of long gangways; the vessels being anchored as close to shore as the depth of water permitted. Between the years 1830 and 1850 the work of the Harbour Trust were confined to the Harbour of Montreal, but in the latter year an Act was passed authorizing the Commissioners to borrow money for improving Lake St. Peter and other parts of the channel. In 1855 the Commission was increased to five, the two additional members being the Mayor of Montreal and the President of the Board of Trade. The Board remained thus constituted until 1873, when an Act was passed making it nine members, four of whom to be appointed by the Government and five elected: two by the Montreal Board of Trade, one by the Corn Exchange, one by the Montreal City Council, and one by the shipping interests. In 1874 this Act was amended, whereby five of the nine members were to be appointed by the Government. Various minor changes were afterward made in the personnel of the Board, until it stands as it does to-day: Eleven members in all; five appointed by the Government, one by the Montreal Board of Trade, the Mayor of Montreal, a commissioner ex-officio during his term of office as Mayor; a representative of the Montreal Corn Exchange; a representative of the shipping interests, and an appointee of the Chamber de Commerce.

This Commission have the management of the affairs of the port, including the making and enforcing of by-laws, making of harbour dues, etc., subject to the approval of the Governor General-in-Council, for the harbour is in reality the property of the Dominion, and the Commissioners act as trustees. There are no wharves under private ownership, berths and wharf spaces being allotted to corporations or individuals from time to time. The railway tracks upon the wharves are also a part of the public property, and are used by all railways under leases. The jurisdiction of the Harbour Trust extends from Victoria Bridge on the extreme west to Longue Pointe on the east. Previous to 1825 there was only 1,120 feet of wharfage and the depth at low water was but two feet. In that year, 1,260 feet of new wharf was constructed with a minimum depth of five feet at low water. By 1842 there was a wharf frontage of nearly a mile, and by 1850 the facilities were increased to a little upward of 8,400 feet. In 1856 the work of dredging the harbour proper, thus disposing of the use of lighters, was begun. By 1866 vessels of 20 feet draught could come up to Montreal, and by 1882 there were 4.7 miles of wharves, and there had been expended upon the harbour, between Victoria Bridge and Longue Point, no less than $3,000,000, and not a cent of it had come out of the public treasury, Federal or Provincial, the funds having been provided for out of harbour revenue alone.

By the year 1896 it was realised that in order to bring the harbour up to a proper state of efficiency an elaborate plan must be adopted. The first work was the construction of the guard pier, extending from Victoria Bridge downward to a point almost opposite the uppper end of St. Helen's Island. The building of this gave Montreal a harbour free from currents and prevented the ice from crushing the wharves and causing much damage in the early spring. After the completion of this work an agreement was entered into with the city for the building of the magnificent granite flood wall which now extends along the water front from one end of the city to the other. With its completion, the plan of constructing the immense high level piers, extending out into the river a thousand feet, was undertaken, and at the same time the entire system of shore wharves were re-built and brought up to a corresponding high level. This work, tremendous in its character, was carried on under great difficulties, as the busines sof the port could not be disturbed beyond a certain point.

Next in order came the adoption of a plan for steel fire proof sheds throughout the entire harbour, and this work is now being carried on. Up to the present some $8,000,000 have been expended by the Harbour Trust, including the cost of the million bushel grain elevator, and by the time the sheds are complete and all the railway tracks laid upon the shore wharves and piers the cost will be upward of $10,000,000. The funds necessary for the work have been loaned by the Dominion Government, the Trust issuing bonds which bear interest at three per cent.

With the completion of the present work Montreal will have one of the finest ports in the world, for the railways from all directions centre there, unloading and loading their merchandize directly to and from the ships, while the lake and canal craft are given every possible facility. During the year 1804 no less than 774 seagoing vessels entered and cleared from the port, while the total tonange of sea craft, steam and sail, amounted to 1,856,000 tons, or nearly double what it was ten years ago.

The Commission of Montreal is constituted as follows:—Hon. Senator Robert Mackay, Chairman; Mr. Robert Bickerdike, M.P.; Mr. James Crathern, Mr. W. E. Doran, Mr. Robert Reford, Mr. E. H. Lemay, Mr. L. E. Geoffrion, Mr. Alphonse Racine, Mr. Alexander McFee, Mayor H. Laporte, and Jonathan Hodgson. The Secretary is Major David Seath, and the Chief Engineer, Mr. John Kennedy.



A Portion of Montreal Harbor.

Showing the 1,000,000 bushel Commissioner's Elevator. The City Hall and Court House in the distance.

Steel Storage and Elevator Construction Co.

CONTRACTORS FOR THE HARBOUR COMMISSIONERS' ELEVATOR OF MONTREAL.

A Description of this Modern Structure and its Machinery for the Rapid Handling of Grain.



THE FACT that this firm constructed for the Harbour Commissioners of Montreal the fine grain elevator on the river front, opposite the Custom House, would almost seem a sufficient introduction to the public. This huge gray structure, which towers 195 feet above the ground and which can be seen from all points of the City, making the buildings in its immediate neighbourhood look like the playthings of a child in comparison, was opened for service in July 1904 and since that time has been receiving and discharging grain regularly.

The foundation of the elevator rests on about 3,000 piles, which were driven until the penetration at the last blow did not exceed one inch. The foundations themselves are of concrete, moulded in place and reinforced throughout with embedded steel bars. The height of the piers supporting ground floor is 25' above pile heads, and the lower story of the elevator, which is 23' 6" high, is also of concrete construction. This makes a total height of 48' 6" of concrete work supporting the storage bins. The wind strain is taken care of by eight concrete arches extending across the building. There are approximately 7,000 yds. of concrete in the lower story and foundations.

The Storage Bins consist of thirty-six cylindrical bins arranged in four rows, with all interstices and outside segment bins utilized for storage. The total number of bins is 78, ranging in capacity from 3,500 bu. to 20,000 bu.

The cupola and marine tower are of steel construction throughout, with concrete floors and covered with galvanized corrugated iron. The roof of cupola is concrete, covered with tar and gravel roofing.

The house was designated primarily to take care of the grain coming to Montreal in canal boats for shipment to ocean boats. It is also equipped to receive and ship grain by cars.

The Marine Tower is equipped with a steel elevator leg having a capacity of 18,000 bu. per hour. This leg is so arranged that it is handled by means of pull line from deck of boat. The tower is also equipped with two sets of power shovels for bringing the grain in the hold of boat up to the boot of marine leg. The first set of shovels is used for the large part of the cargo, and a smaller set is used in cleaning up. Both sets of shovels are operated by compressed air. The grain from boats is weighed in hopper scales in marine tower before going into main house to be stored.

In cupola of elevator is located the elevator heads, garners, scales, and distributing spouts and conveyors, used in weighing grain received by cars or in weighing grain to be shipped out of house into vessels or cars.

The machinery throughout is driven by independent motors of the alternating current type. All motors are controlled from switch-room on lower floor. All wiring for lights and motors is installed in steel conduits.

The house is equipped with inter-communicating telephone system, signal bells, and a special set of signals for starting and stopping motors, with push buttons at each motor and annunciator in switchroom.

An electric passenger elevator is provided, running from ground to the top floor.

There is installed a special system of piping and an air compressor, with connections at each motor so that dust can be cleaned from motors by compressed air.

The grain cleaning machines are built entirely of steel with complete system for taking care of screenings and dust taken from grain.

A sweeper system is installed with sweepers on every floor for facilitating the work of keeping the house clean.

The whole plant is complete in every detail and the aim throughout has been to construct an elevator, which will excel in construction and equipment any elevator now constructed.

The plans were prepared by the Contractors, The Steel Storage & Elevator Construction Co., of Buffalo, N. Y. These plans were afterwards passed upon by a Board of Engineers and approved by the Department of Public Works.

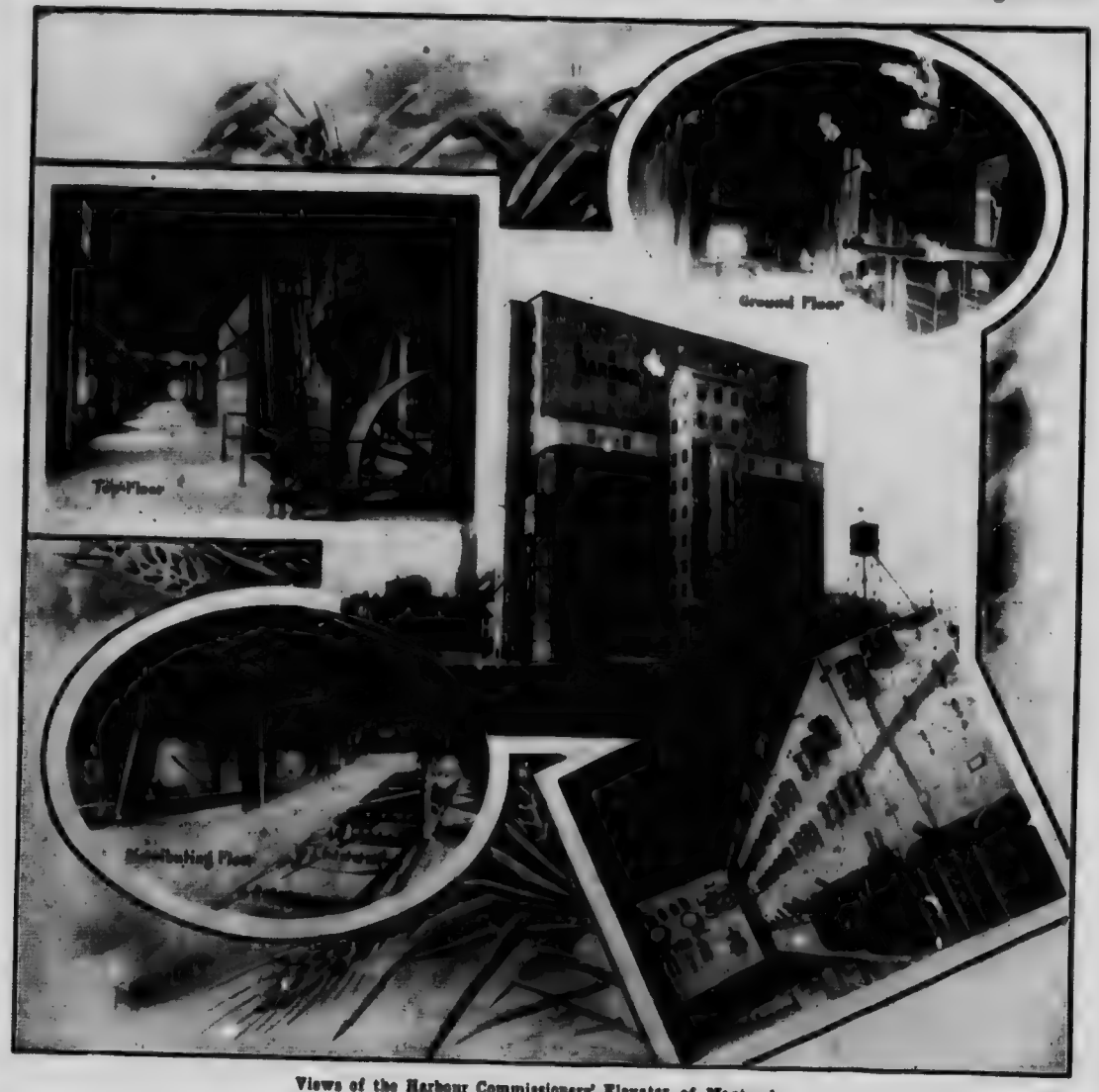
The whole system embraces the new steel sheds on the wharves and a system of belt conveyors on the sheds for loading the ocean vessels at their own berths. When complete this system of conveyors from the elevator will serve fifteen ship berths. It will be possible to load from one to four ships at one time.

The handling capacity of the elevator is as follows: Receiving from boats 10,000 bushels per hour; re-

ceiving from cars 16 to 20 cars per hour; shipping to 4 boats at a maximum of 20,000 bushels each, or 80,000 bushels per hour. Shipping to cars at rate of 32 to 40 cars per hour; cleaning capacity 5,000 bushels per hour.

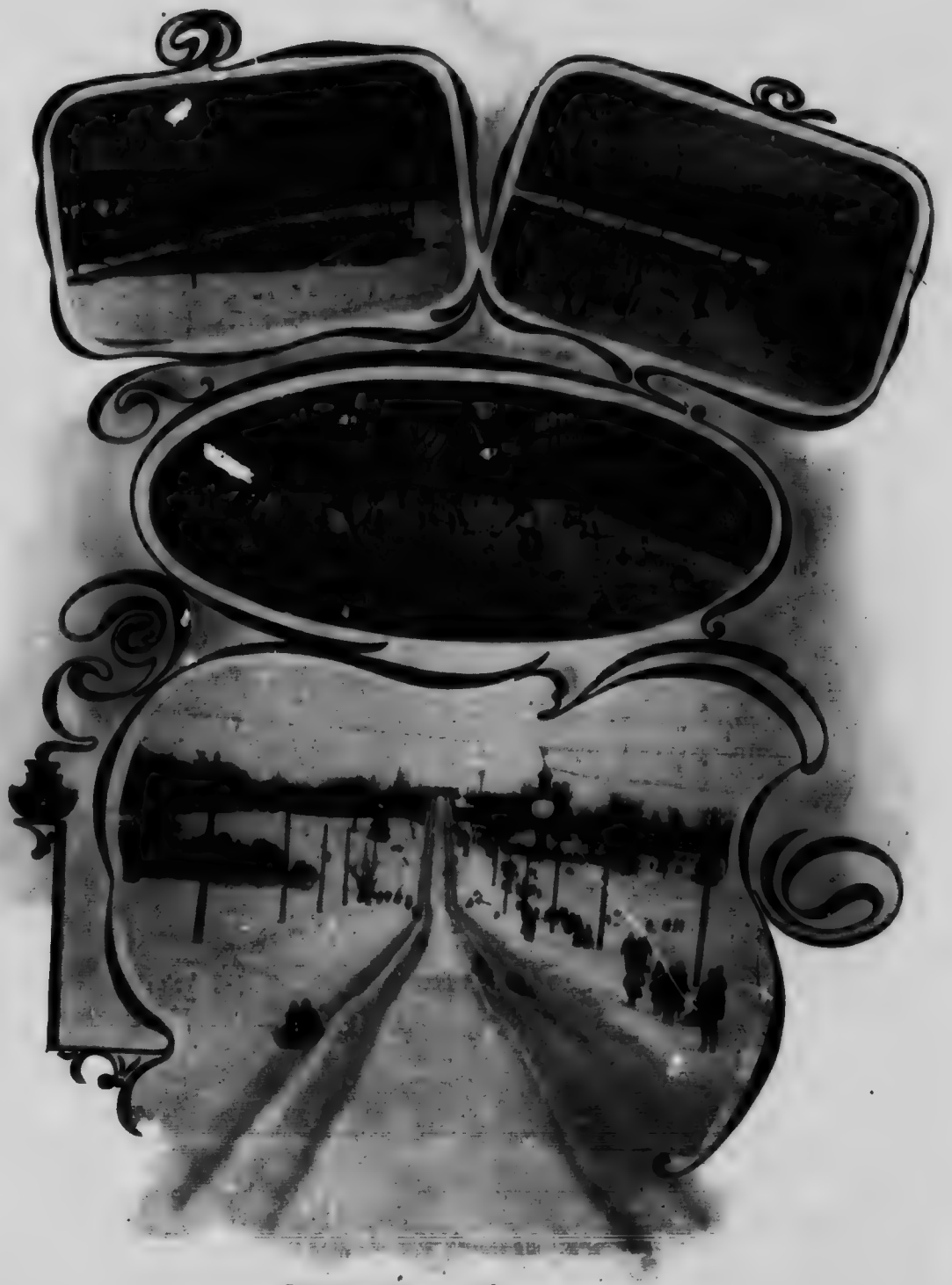
The house is so arranged that a second marine tower can be added at any time without disturbing the interior arrangement of the plant, which would double the receiving capacity from boats.

Those who have looked over the Montreal Elevator with critical eye since its completion have nothing but good things to say regarding it. A full test of its powers have not been made as yet owing to the abnormal shortage of grain during the summer months. The coming winter, however, will see it filled to its capacity, and next summer, the sheds and conveyors being complete by that time, will show the elevator in full working power, and it is expected that it will not be long before the Harbour Commissioners give an order for a second one which will virtually complete the harbour equipment.



Views of the Harbour Commissioners' Elevator of Montreal.
Erected by the Steel Storage and Elevator Construction Co.

The head office of the Contractors for this house is at Buffalo, N.Y. The officers of the Steel Storage Company are: Mr. F. J. Weber, President and General Manager and Mr. W. E. Will, Vice-President and Secretary.



Some Winter Sports in Canada.

In many ways winter is the most delightful season of the year in Canada.

MONTREAL THE FINANCIAL CENTRE OF THE DOMINION.

The growth of banking, and the steady accumulation of funds in Montreal within the past few years have been little short of marvellous. The total capital of the chartered banks of the Dominion now amounts to $79,400,000, and of this sum all but $9,000,000 is represented by banking houses with either headquarters or branches in the city. The chartered banks having their headquarters in Montreal are six in number, and they represent a total paid-up capital of over $30,000,000. They are as follows:—Bank of Montreal, Bank of British North America, Molsons Bank, Merchants Bank of Canada, Bank of Hochelaga and the Provincial Bank. Other of the chartered banks with headquarters in other cities, but with their chief branch and general manager's office in Montreal include the Royal Bank of Canada and the Sovereign Bank of Canada. The banks with large branches in the city, where, in many instances, more business is done than at the home offices, include the Quebec Bank, Bank of Nova Scotia, Bank of Toronto, Eastern Townships Bank, Union Bank of Canada, Ontario Bank, Nationale, Canadian Bank of Commerce, Dominion Bank, Imperial Bank of Canada and the Bank of Ottawa.

The growing demand for facilities has led many of the banks to establish additional branches within the past year or so, both within the confines of the city proper and in the surrounding municipalities. Many of these structures, built specially for the banks, are models of architectural elegance, and are additions to the beauty of the city as well as great conveniences to the general public.

The Banking Act, under which the chartered banks of Canada do business, is reckoned by competent authorities to be about as near perfect as human ingenuity can devise. The system is patterned much after the Scotch method, banking houses of large capital and many branches, with strict Government supervision, monthly reports to the Government, which are also open to the public, and many other safeguards which tend to create confidence, and at the same time maintain the business within safe and conservative bounds.

Under the Banking Act each chartered bank is allowed to issue notes up to the amount of its unimpaired paid-up capital, each bank paying into the Government funds five per cent of the average yearly circulation which, if necessary, would be called upon to redeem the notes in circulation of any one of these chartered banks. The advantages of such a system of note circulation are obvious. In the first place there is ample elasticity, so that in times of great business activity there is no fear of inadequate funds to meet the necessary demands, and at the same time it allows of contraction when requirements are less exacting. And again, the maintenance of a bank circulation redemption fund creates a mutual insurance in which the general public are as much interested as the bankers themselves, for it is by this fund that the note circulation is guaranteed to the individual holder of the same, irrespective of whether the particular bank issuing the notes continues a sound institution or not.

The reserve fund of the chartered banks of Canada, which may be considered so much additional capital to be employed by the banks, have shown wonderful increases within the past few years. A decade ago a reserve of 25 per cent. of the paid-up capital was looked upon as not only ample but lavish. Now, however, it is not at all uncommon for the banks to have a reserve equal to the paid-up capital, and in some instances it even exceeds this. The total paid-up capital of the thirty-four chartered banks amounts to $79,500,000, while the reserve aggregates upward of $52,400,000, and is every year increasing by leaps and bounds, it appearing to be the aim of most of the banks to have their reserves at least equal the paid-up capital, and the advantage of this from the standpoint of the depositor as well as that of the banker is at once evident.

Between the years 1884 and 1903 the reserve fund increased 162 per cent., or $29,612,000. The total reserve fund of the banks doing business in Montreal amount to $46,335,000, and within the next twelve months will show an additional increase of at least a couple of million.

The pre-eminence of Montreal as a financial centre is shown clearly by the returns of the clearing house. This very necessary adjunct to the banks was established in Montreal in 1889, and in Toronto in 1891, the other cities, such as Halifax, Winnipeg, etc., following as the needs of such institutions became felt.

Below are given the clearings for the year 1903 for the cities of Montreal, Toronto and Winnipeg, these being the three most important on the list, and the proportion in these cities to the total clearings is also enumerated:—

1903.		Proportion to total clearings.
Montreal	$1,113,984,113	41.41
Toronto	808,908,260	30.07
Winnipeg	246,108,000	9.15

As regards bank clearings, Montreal stands tenth on the North American Continent.

While no exact figures are obtainable, it is estimated by the customs authorities that Montreal does a full forty per cent. of the export and import business of Canada, and it is, therefore, self-evident that the banking facilities in order to accommodate this vast trade must be of great magnitude.

The banks with headquarters in Montreal with their capital, reserve and total assets are as follows:—

Name	Pd. up Cap.	Reserve.	Total assets.
Bank of Montreal	$14,000,000	$10,000,000	$131,400,000
Merchants Bank of Canada	6,000,000	3,200,000	43,200,000

Bank of British North America ..	4,866,666	1,946,000	39,000,000
Molsons Bank	3,000,000	3,000,000	28,565,000
Hochelaga Bank....	2,000,000	1,200,000	14,767,000
Provincial Bank....	823,000	———	5,468,000

Banks with headquarters in other cities, but with chief branch and general manager's office in Montreal:—

Royal Bank of Canada.. ..	$3,000,000	$3,000,000	$31,685,000
Sovereign Bank of Canada.. ..	1,300,000	350,000	10,518,000

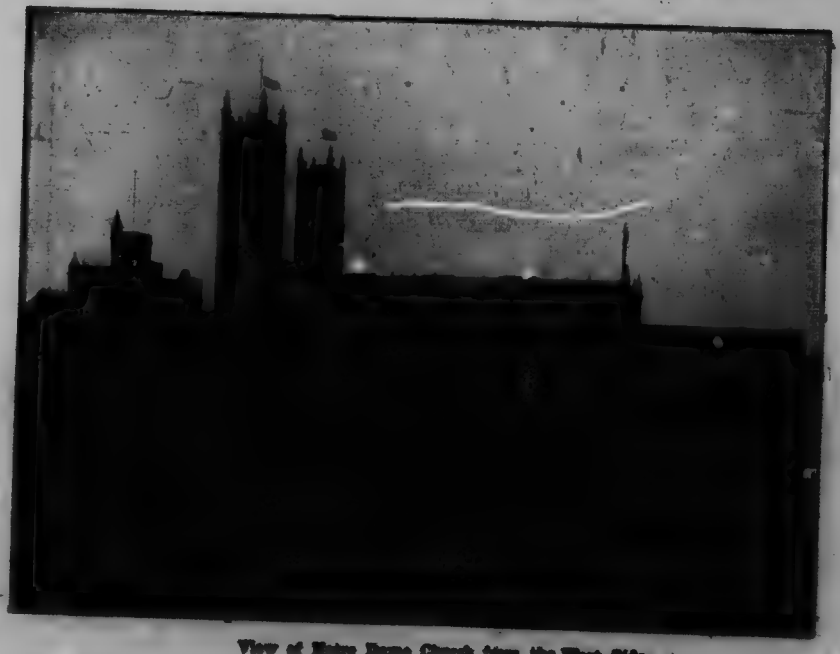
While the chartered institutions very naturally take a lion's share of the business, the banking of Canada as a whole, or of Montreal individually, is by no means monopolised by them.

For instance, there are the post office savings bank under the direction of the Federal Government and other Government savings banks and special savings banks: such, for instance, as the City and District Savings Bank of Montreal, which has a very large line of deposits and works under a special charter from the Federal Government.

The total deposits in these classes of banks amount to $82,000,000, according to the latest government returns, and are divided as follows:—

P. O. savings banks..	$ 44,255,000
Other Government savings banks..	16,515,000
Special savings banks..	21,241,000

In 1868 the total savings in these three classes of banks amounted to $1.50 per head of population. In 1878 it had risen to $3.46 per head; in 1880, $11.06 per head; in 1898, to $12.62 per head, and in 1903, to $14.83 per head, indicating a steady increase in the amount of ready money in the hands of the citizens.



View of Notre Dame Church from the West Side.

Taken from the site of the new Montreal Stock Exchange, when that building was in course of erection.

On the first of January, 1904, the chartered banks of Canada had a total of 1,049 branches, and since that date there have been additions to the number of perhaps twenty-five. Of these 183 are placed to the credit of the Province of Quebec.

In the development of the country, the trust and loan companies have seconded the banks in a remarkable manner, and this is notably so in the case of the Trust & Loan Company of Canada, for the funds of this institution are supplied entirely by British capitalists and loaned out through the length and breadth of the Dominion.

The Royal Trust Company, the National Trust Company, Ltd., and the Montreal Trust and Deposit Co., all solid aggressive institutions in the trust company field, and all strong safety deposit companies as well, add great weight to the solidity of Montreal finance.

THE MONTREAL STOCK EXCHANGE.

What its Origin was—The Brokers of Long Ago—How Business was done in the First Half of Last Century—A Comparison with the Up-to-date Methods of to-day.

While the Montreal Stock Exchange as an organised body dates back to 1874, its existence in more indefinite form can be traced to the year 1842, for it was at that period that merchants and other business men, many of whom in later years left an indelible mark in the financial and commercial history of the city, met together with a view to buying, selling and exchanging produce or securities, as the nature of the day or the period of the year suggested.

From all existing records it would appear that this board, if it might be so called, consisted of some half dozen members, and the meetings, held now and again, were of the most informal character. In comparison with the up-to-date methods of the Montreal Stock Exchange of to-day, located as they are with every convenience at hand that money can buy and the ingenious mind suggest or devise, the mode of doing business at that period was both odd and interesting.

In transactions which required prompt action the broker proceeded to hunt up buyers or sellers, going from office to office or counting room to counting room. In order to accomplish the desired result it might be necessary to make a trip to this or that person's private residence, and if perchance the winter snows were deep and the way long, the broker donned his snowshoes for the journey, for even the horse car was as unknown a factor in city life then as was the telephone a quarter of a century later.

Stocks of the character such as we are accustomed to to-day were few and far between in the then little city of Montreal; bonds and debentures of the Government, of the municipality and of the harbour being the ones chiefly dealt in. The bill broker, as he was then known, was a prominent figure in the community. He handled bills of exchange, discounts, and business of like character, for it must be remembered that the banking facilities of the period were crude indeed as compared with the present. The banks, for instance, had regular set discount days, once or twice a week, as they considered necessary. The consequence of all this was that business houses which had unexpected call upon them for large sums were compelled to hand the matter over to the broker, who hustled about among the men with ready money at hand, and thus was the temporary difficulty tided over.

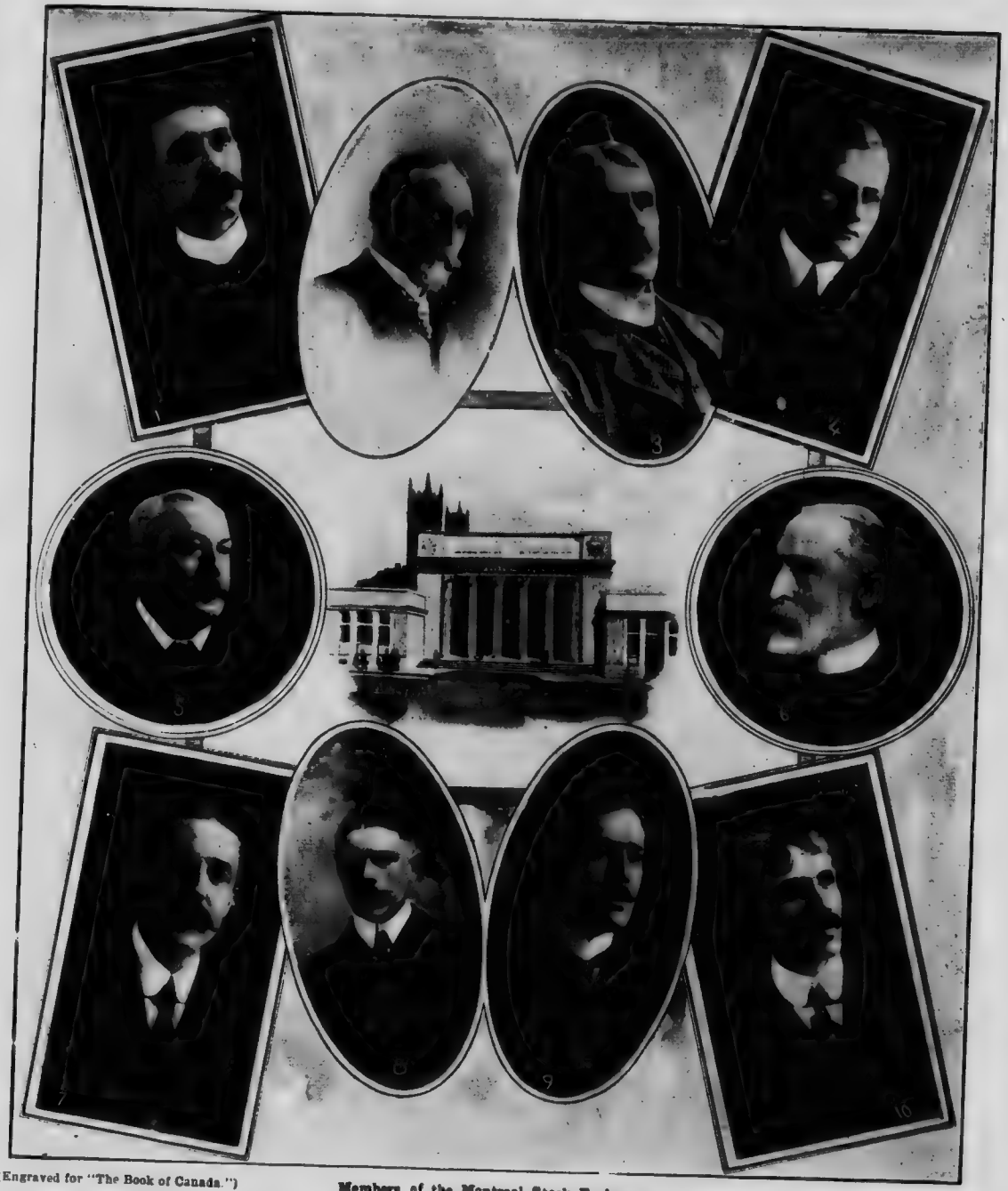
In those days anything like an authentic quotation for a stock or bond was unknown in Montreal, the business being of such an irregular nature that the actual selling value of a security it was next to impossible to establish. As may be imagined, it was a matter which badly required a remedy, and with this object in view the first Board of Brokers was organised. The directory of 1849-50, the only existing record, calls attention to the Board of Stock Produce Brokers, and such familiar names as McDougall Brothers, John Glass, I. and R. Esdaile and Charles Geddes are mentioned as being members.

About this time and up to the period when the Board of Brokers was established it was customary for brokers, produce dealers, etc., to congregate for business in what is now Place Royale, the little plot on the river front then being known as Custom House Square.

The meetings of this Board of Stock and Produce Brokers were for a time held at weekly intervals, the main object being to establish prices for stocks, bonds, produce, etc., so the same might be incorporated into a weekly circular which was furnished by the members to their different clients both at home and abroad. Each of the brokers was furnished a certain number of circulars free in consideration of membership, while a great many more were sold in British centres, such as London, Liverpool and Glasgow, and also to the various papers. The profits arising from the publication of these price circulars was distributed among the members or carried to the credit of those who had upon joining elected to pay their admission fee of 100 pounds sterling in this manner.

This Board went on in the even tenor of its ways until 1861—62, when a partial re-organisation took place, for at that period it was decided to divide the produce and stock business into separate camps. Thereupon the Corn Exchange was created and the dealers in securities became for the first time specialists and assumed the title of the Board of Stock Brokers. It appears, however, that for some years afterward certain of the members of one body retained their membership in the other. Shortly after the organization of the Board of Stock Brokers daily sessions were introduced, but the membership failed to increase with rapidity, for as late as 1866 the active list did not exceed fifteen names.

The year 1869 proved one of great activity in the brokerage business. New corporations were gradually coming into being, a demand was created for these stocks and bonds, and the brokerage commissions increased materially. It was not until the year 1872, however, that the present organization actually came into being, for it was then that the name was changed to the Montreal Stock Exchange, and two years later, in 1874, they became incorporated. About this time the afternoon session was instituted, for formerly the day's business was considered to be complete at noon. Just previous to incorporation the membership stood at twenty-seven which was shortly afterwards increased to forty, at which figure it stood for many years. Then came a time of greatly increased activity in the world of stocks and bonds. New companies were organised, old ones were re-organised; millions of dollars' worth of capital were required to push forward the development of the Dominion's industries, and the brokers were no longer confined to a half dozen active stocks.



(Engraved for "The Book of Canada.")

Members of the Montreal Stock Exchange.

1. J. PITBLADO.
2. W. J TURPIN.
3. H. C. SCOTT.
4. J. H. DUNN.
5. J. G. GRANT.
6. G. C. DUNLOP
7. P. W. BARLOW.
8. J. P. TAYLOR.
9. M. C. OSWALD.
10. ARTHUR BRUNEAU.



(Engraved for "The Book of Canada.")

Members of the Montreal Stock Exchange.

1. E. G. RYKERT.
2. CHAS. MEREDITH.
3. Wm. R. MILLAR.
4. C. R. DOBBIN.
5. GEO. H. SMITHERS.
6. J. J. M. PANGMAN.
7. F. C. FAIRBANKS.
8. L. G. BEAUBIEN.
9. E. McKAY EDGAR.
10. R. N. HICKSON.

The sequel to this was an unprecedented demand for seats on the Exchange; but this for a time was unsatisfied. New members clamoured for admission, but the old members did not wish to resign, and it was only now and again that one of the forty seats could be picked up, and that always at an advance upon the price of the last one sold. It was eventually resolved, however, to increase the membership in spite of a great deal of opposition by some of the older and more conservative brokers who had for years figured as members of the band of "forty thieves," as they were jokingly called in the "Street."

The plan eventually decided upon was to authorize an additional twenty seats, the same to be sold in lots of five. In this manner the first fifteen seats were sold, the Stock Exchange netting something like $250,000.00 for the lot. At the present time the sixty seats are distributed as follows:—

Seats allotted	54
Held in Trust	1
Unsold	5

For many years the office of the Montreal Stock Exchange was located in the upper part of an old building on St. Francois Xavier Street, and it was not until 1887 that they moved into the premises recently occupied.

Finding the old quarters in the building at the corner of St. Francois Xavier and St. Sacrament Street ill-suited to present day requirements it was resolved four years ago to erect a structure commensurate with the dignity and importance of the Montreal Stock Exchange. Like other men, the brokers proved themselves creatures of habit, inasmuch as there was a strong disinclination to leave the old neighbourhood. For years St. Francois Xavier Street had been the hub of the financial district, and a move of even one block therefrom was not to be heard of.

It was finally resolved to purchase a plot of land of required size from the St. Sulpician Fathers on St. Francois Xavier Street, facing Hospital Street, and thereon the present handsome edifice was erected. The advice of the foremost architects on the continent, experienced in this character of work, was asked; the best materials were gathered together, the result being one of the most perfect structures of the kind to be seen in this or any other country.

The importance of the Montreal Stock Exchange in the financial life of the Dominion cannot be better illustrated than by giving some figures regarding the transactions which have taken place on this Exchange for the past few years, and which far exceed those of all other Exchanges in the country combined.

The total transactions for the year 1901 were as follows:—

No. of shares of stock	2,834,169
Amount of bonds	$1,889,400
1902:—	
No. of shares of stock	2,625,583
Amount of bonds	$7,834,200
1903:—	
No. of shares of stock	1,393,861
Amount of bonds	$3,048,300
1904:—	
Total transactions, nine months to October first:—	
No. shares of stock	382,633
Amount of bonds	$2,442,000

In the very early days, previous to the formation of the Stock Exchange upon its present basis, there appears to have been a chairman elected now and again, though not with any persistent regularity, according to all existing records.

The first record of a chairman was in 1854 when D. Lorne MacDougall was elected. As a matter of history and of future record are appended the chairmen of both the old and the new Boards from that day down to the present, with their terms of office:

1854 to 1864, D. L. MacDougall.
1864 to 1871, Charles Geddes.
1872 to 1873. D. L. MacDougall.
1873 to incorporation of Exchange, James Burnett.
1874 to 1883 D. L. MacDougall.
1883 to 1894, J. Burnett.
1894 to 1895, H. S. MacDougall.
1895 to 1897, L. J. Forget.
1897 to 1899, H. S. MacDougall.
1899 to 1901, W. R. Miller.
1901 to 1902, G. H. Smithers.
1902 to 1903, Chas. Meredith.

The officers for 1904 were:

Charles Meredith, President.
Andrew A. Wilson, Vice-President.
J. J. M. Pangman, Secretary-Treasurer.
W. I. Fenwick, Assistant Secretary.
Managers:—J. L. Marler, Robert Lindsay, R. Forget, C. M. McCuaig.
Managers of Stock Exchange Clearing House:—John Low, J. D. Crawford, W. I. Fenwick.

Within the past few years, there has been a marked increase in the value of seats on the Exchange. Ten years ago, when finances were at low water mark, seats sold for $2,000, and for even less. From this point the advance was steady, until two years ago it reached high water mark, a seat then bringing the record price of $27,500. This is said to be the highest price ever paid for a seat on a stock exchange of the magnitude of that of Montreal.

The business record of the members of the Montreal Stock Exchange is one of which they are justly proud; and it is some years now since a broker has been unable to pay his creditors down the very last cent due them. Even during the two years of financial depression, which we have recently passed through, there was not a single failure on the Montreal Stock Exchange; a record unequalled by any exchange of importance on the continent.

The Trust and Loan Company of Canada.

ONE of the foremost and most important financial institutions in the Dominion, the Trust & Loan Company of Canada was incorporated by Royal Charter in 1845, consequently has been established sixty years. Ever since its founding, it has rendered invaluable assistance in developing every legitimate industry and enterprise which has won and is winning the extraordinary wave of prosperity now rolling over this part of His Majesty's Empire. This institution has lent its support principally to the establishment, on a thoroughly sound basis, of the younger cities, and municipalities of the Dominion, the expansion of corporations and industries under the control of the Country's Civic authorities, the important development of the great North West region, as the coming granary of the British Empire, the furtherance of all Canadian industries and manufactures, the assistance of religious establishments of every denomination, as well as of the innumerable charitable financial support at reasonable rates.



Trust and Loan Company of Canada, Montreal Office.

The excellent system adopted by the Trust & Loan Company of Canada of granting liberal loans at moderate interest on real estate in all parts of the Dominion, has proven of incalculable value to the development of the agricultural interests and the manufacturing and commercial community. Reference to the books of the registry offices for the Provinces of Quebec, Ontario, Manitoba and the North West Territories will readily demonstrate the immense value of the transactions carried out by this company during the sixty years of its existence, for the furtherance of Canadian interests.

The subscribed capital of the Trust & Loan Company of Canada is $7,300,000, with power to increase to $14,600,000, while its paid-up capital is $1,581,666, supported by a cash reserve fund of $846,633.

A most important feature in the stable security of the management of the company, is the fact that unlike most other institutions conducted on a similar basis, no monies are received on deposit, the English debenture holders finding the whole of the funds for lending purposes. Liberal advances are made by the company on the approved security of improved farms, productive city property, and surrender value of life-policies, on terms of repayment to suit borrowers. The lowest current rates are charged. When granted, all loans are carried through with the utmost promptitude, the legal charges attendant upon the completion of all transactions being of a moderate character. It has been a subject of gratifying and favorable comment in the financial world to note the honorable and liberal manner in which the Trust & Loan Company of Canada has always acted towards those with whom it has had business transactions.

The Home Office of the company is at 8 Great Winchester Street, London, England, with branch offices in Montreal, Toronto, Winnipeg and Regina. The original Canadian office was established in Kingston, Ontario, in 1851, and subsequently removed to Toronto. The Montreal office was first opened in Quebec in 1853; both these offices are under the superintendence and control of Colonel L. Edye, assisted by Colonel W. F. Field. The Winnipeg office, to which has recently been added a branch at Regina, was opened in 1884 and is managed by Captain R. D. MacDonnell.

Burnett and Company.

Founded many years ago by the late Mr. James Burnett, the stockbroking business of Burnett and Company, one of the oldest and most successful firms in Montreal, is now carried on by Messrs. George Hampden Smithers and J. J. M. Pangman. Both members of the firm were formerly associated with banking. Mr. Smithers' late father, Mr. Charles F. Smithers, was President of the Bank of Montreal at the time of his death in 1887, Mr. George H. Smithers after a two years association with the Bank of Montreal, left to enter his present profession, and has since occupied the positions of Secretary-Treasurer, Vice-President and President of the Montreal Stock Exchange, acting as a member of the Governing Committee of that institution for several years. Before entering the firm of Burnett and Company, Mr. Pangman, who is a son of the late Hon. John Pangman, Seigneur of LaChenaie, was connected with the Merchants' Bank of Canada for a number of years.

L. J. Forget and Co.

The famous Montreal stockbroking house of L. J. Forget & Company was founded in 1871, and ever since that year has up to the present time been one of the leading financial firms in the metropolis of Canada. The firm transact a very extensive business, dealing



Hon. Senator L. J. Forget.

in bonds and stocks exclusively, which are listed on the Stock Exchanges of London, New York, Chicago and Montreal. Conservative, reliable, yet up-to-date in all their business methods, the Messieurs Forget have achieved a success which seems but a natural result of the unsparing exercise of a combination of these admirable qualities. The firm possess a very large and constantly increasing circle of clients, enjoying their complete confidence as financial advisers, brokers and bankers in bond and stock operations of large importance to those of a lesser degree, for it has always been the policy of the firm of L. J. Forget & Company to pay strict attention and the utmost care to all business entrusted to them, great or small. Thus every customer is assured of having their affairs transacted in an expert, reliable and confidential manner. The convenient and commodious offices of L. J. Forget & Company are situated at No. 1713 Notre Dame street, Montreal.



Rodolphe Forget, M.P.

R. Moat and Company.

The offices of the stockbroking firm of R. Moat & Company are situated at the corner of Hospital and St. John Streets, Montreal. This old-established business was founded in 1865 by Mr. Robert Moat, who was one of the original members of the Montreal Stock Exchange. For some years, and until his death in 1881, Mr. John Moat was associated with his brother under the firm name of R. & J. Moat. On November 4th, 1884, Mr. W. R. Miller was admitted a partner, and the firm name changed to R. Moat & Company. About this date Mr. R. Moat retired from active partnership in the firm, and left Canada to reside in England. In 1888 Mr. J. H. Wallace was admitted a partner.

Mr. Robert Moat retired from the firm in 1892, and the business has since that time been carried on by Messrs. W. R. Miller and John H. Wallace, until April 1903, when Mr. D. C. S. Miller was admitted into the firm.

In 1895 Mr. W. R. Miller was elected Secretary-Treasurer of the Montreal Stock Exchange, and served in that capacity until 1897, when he was elected Vice-Chairman. In February, 1899, he was elected Chairman, and filled that position until May, 1901.

The firm have a private wire direct to New York, and thus possess exceptional facilities for handling American business, in addition to their years' experience in dealings in the local market.

R. G. Dun and Company's Mercantile Agency.

As the need for a certain detail of general business presents itself there is sure to be some one who sooner or later steps forward and fills in the gap which has heretofore existed. This might well be said of the late R. G. Dun, who in his day was practically the founder of the mercantile agency on this Continent. The growing commerce of the world wished better information pertaining to the ratings and general business standing of customers or prospective customers than could be obtained through an ordinary source. This information was necessary to the manufacturer, to the wholesale merchant, and to the banker. Begun in a comparatively small way in New York many years ago, this business of R. G. Dun & Co. has grown, until now it extends to all portions of the Continent, and a man or corporation who endeavours to get along without the help of a well-informed mercantile agency might just as well pull down the shutter immediately, for they will be obliged to later on. Upon the completion of the new Board of Trade Building, R. G. Dun & Company moved into their present handsome quarters, which were designed specially for them, and which constitute the finest suite in the building. In accord with the general business of Canada, the connections of R. G. Dun & Company have developed with marvellous rapidity of late years. There are at present ten branches in Canada, at Montreal, Toronto, Quebec, Winnipeg, Halifax, St. John, N.B., London, Ont., Vancouver and Hamilton, one hundred and thirty-five regular offices in the United States, twenty in Europe, and sixteen in South America, Mexico, Cuba, and South Africa. Reliable correspondents are employed in the smaller places, thus covering the entire country like a huge net. The office staffs employed in the various offices are both large and competent, and the work involved in gathering in, tabulating and filing the information which is sent out to subscribers is something prodigous. R. G. Dun & Company particularly pride themselves upon the correctness of the information which is supplied them from a thousand and one sources, and which in turn is handed over to their clients as required. The business is one which demands the most careful and experienced handling upon the part of managers, reporters and clerks alike, the consequence being that old experienced men seldom leave the employ of R. G. Dun & Company, the firm making it worth their while to remain. This has been one of the strong features of the company for many years, and no doubt has had much to do with the success which this mercantile agency has enjoyed. The General Manager of the company in Canada is Mr. Wilbur C. Matthews, who is located in Toronto. The district manager at Montreal is Mr. T. H. Flett, who also has control of the Quebec and Ottawa agencies.

J. H. Dunn and Co.

This firm of stockbrokers make a specialty of dealing in the highest and best class of bonds and securities, such as Street Railway and Power Company Bonds, granted by Canadian municipalities. Mr. Dunn, himself one of the most expert judges of stocks and securities among the younger generation of brokers, is a member of the Montreal Stock Exchange, and with the general prosperity of Canada advancing with rapid strides, has wisely foreseen the sure expansion of the field for gilt edged investments in the Dominion, through capitalists, not only within its own borders, but in Great Britain and other parts of the Empire. Familiar with every Canadian security, his advice to intending investors is invaluable, and eagerly sought after. His offices are in the London, Liverpool and Globe Building, Montreal. His cable address is "Hametdunn."



Monument to Mgr. Ignace Bourget.

Standing in front of St. James Cathedral, Montreal, Unveiled June 24th, 1902.

Hanson Brothers.

The firm of Hanson Brothers, Investment Brokers and Financial Agents, is composed of Messrs. Edwin and William Hanson. The firm bears a deservedly high reputation as dealers in bonds and investment securities, and the engineering of important financial transactions for municipalities, railroads and public institutions. The firm's offices are in the Canada Life Assurance Building, St. James Street, Montreal.

R. Wilson-Smith.

One of the best known financial agents and brokers in Canada is Mr. R. Wilson-Smith, head of the stock-broking firm of R. Wilson-Smith and Company, members of the Montreal Stock Exchange. Mr. Wilson-



R. Wilson Smith.

Smith specially devotes his personal attention to dealings in investment and banking securities, the safe placing of trust funds, and the handling of Government Railroad and Municipal Bonds. For the past twenty-five years he has published "The Chronicle," the leading financial and insurance journal of Montreal. His commodious offices are in the Guardian Chambers, 160 St. James Street, Montreal.



Louis S. Colwell.
Manager, Edmund and Charles Randolph. Bankers.
No. 87 St. Francois Xavier St., Montreal.

The Cradock Simpson Company.

Canada is growing fast, and as Canada grows the demand for business and residential property in the City of Montreal, both from persons who desire to buy and persons who wish to rent, increases in proportion and is bound to grow year by year. Under these conditions the large real estate business transacted by The Cradock Simpson Company is scarcely to be wondered at. The business done is strictly on commission, and a special feature which has developed is, that of purchasing properties for clients. The head of this firm —Mr. J. Cradock Simpson—entered the real estate business upward of a quarter of a century ago, and has always maintained a first place. The "Real Estate Record," a monthly journal now in its seventeenth year, is published by The Cradock Simpson Company as a necessary adjunct to the business. The company occupies convenient and commodious offices on the second floor front, in the Merchants' Bank Building, No. 205 St. James Street.

Robert Bickerdike, M.P.

Few public men are better known, and fewer still are as popular as Mr. Robert Bickerdike, member for St. Lawrence Division in the House of Commons, vice-president of the Hochelaga Bank, a member of the



Robert Bickerdike, M.P.

Board of Harbour Commissioners, ex-president of the Montreal Board of Trade, and Director of a half-dozen other corporations. Mr. Bickerdike, who was born in Kingston, came to Montreal as a lad of seventeen. He first engaged in the pork packing business, and later became a large cattle exporter, in which trade he is still interested. A large share of his time, however, is now devoted to the insurance business. He is, however, a public man of the kind that builds, and his recent return to Parliament was a grateful appreciation of his efforts in all that tends to improve his city's interests. We present Mr. Bickerdike as a representative of Montreal's best business men.



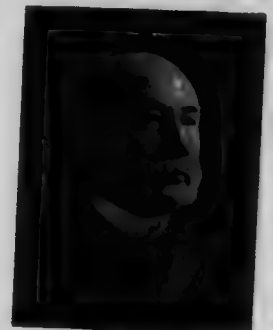
Alister F. Mitchell, F.C.A. (Can.)
Chartered Accountant.
Montreal Manager, Laidlaw & Company, Bankers, New York.

Meredith, MacLaren and Co.

The offices of Meredith, MacLaren & Company, bankers and brokers, are situated at 1721 Notre Dame street, Montreal, and 110 Wellington street, Ottawa. A private wire connects the Montreal with the Ottawa office, and both offices with those of Zimmermann and Forshay, members of the New York Stock Exchange. A large and increasing business is done in all high class marketable securities and negotiable stocks by this progressive firm.

Antoine Robert.

Mr. Antoine Robert has for many years enjoyed the reputation of being one of the leading individual financiers in Montreal. He deals principally in corporation and railway bonds, state, county and city warrants, mortgage loans and debts converted and consolidated. Mr. Robert has made a specialty of making loans to Roman Catholic institutions in all parts of the world, and has achieved great success in placing ecclesiastical investments on a safe and secure basis. Mr. Robert's counting-house is at 180, St. James Street, Montreal.



Antoine Robert.

B. F. Steben.

Among the many up-to-date business men who do credit to the profession of life insurance, well to the fore, and without doubt, first in Canada stands Mr. B. F. Steben, Executive Special of the Sun Life Assurance Company of Canada. Mr. Steben, whose offices are in the Liverpool & London & Globe Building, became interested in life insurance some twelve years ago, and resolved to devote his career to this work. In starting in his new avocation Mr. Steben decided to associate himself with the company he now so ably represents, the Sun Life of Canada, remaining with this corporation for several years and placing a large amount of business on its books. He afterwards received and accepted special offers from two American companies, remaining with one for six and the other two years. With the latter he established his great record, having closed the year ending June 30th, 1904, with a paid business to his credit of no less than one million, one hundred and seven thousand dollars. Such figures speak for themselves. After attaining the goal he wished to reach with a foreign company, he was free to enter into negotiations with his mother company, with which he had gained his first experience in the life assurance field. The Sun Life may be congratulated on the return to its staff, of workers like Mr. Steben, for his thorough grasp of business, his accurate judgment of the value of everybody's and his own time, his quiet, unassuming, yet determined methods of achieving successful results render him an invaluable acquisition to a company which has gained such an enviable record for honorable, fair dealing as the one with which he now again has the honor of being associated. Mr. Steben, besides, possesses the keenest interest in developing the success of purely Canadian institutions.



B. F. Steben.

Laflamme and Johnson.

Charles H. Laflamme and Robert Bruce Johnston, upon entering into their already well known real estate business, determined to devote their expert .ce and energies to impressing upon the minds of the inquiring public the importance of owning a piece of earth or building lot on the island of Montreal, which they claim to be fast approaching the great centre of Canada, like New York is to the U.S. These gentlemen spare no pains in explaining and showing the advisability of an investment, and especially to those desirous of owning their own homes.



Amherst Park, Highlands. Laflamme and Johnson, Agents.

The principal estate which the firm are now engaged in developing is the Amherst Park Highlands. Here a vast estate has been conveniently sub-divided into lots to suit the pockets of every purchaser, ranging from $125 to $450 per lot, and upwards, payable on reasonable terms, so that every wage earner can own his own home at the price he would be paying merely for rent. Messrs. Laflamme and Johnston thoroughly appreciate the fact that for the development of such an enterpr . a rapid record car service is absolutely essential. Every part of Amherst Park has the splendid three minute service of the St. Denis car line. The estate situated in the elevated portion of the city enjoys the inestimable advantage of pure air, a splendid water supply, freedom from smoke or noise, is close to schools and churches, and at a safe distance from all inundation.

The firm of Laflamme and Johnston also transact a large general real estate business principally in the sale and exchange of properties of considerable extent. They rank as expert judges of sites for the erection of large plants, by manufacturing companies and others.

The head offices of Laflamme and Johnston are at 97 St. James Street, Montreal, with branches at the corner of Ontario and Jeanne d'Arc Streets, Maisonneuve, and the corner of Amherst and Belanger Streets, Amherst Park.



H. Wolferstan Higgins.
Investment Broker,
Montreal Representative of Douglas, Lacey & Co.
New York.

G. J. Adams and Co.

Established upwards of six years, the firm of G. J. Adams & Company carry on an extensive business as brokers and general agents, the main feature of which is dealing in unlisted and inactive stocks and investment securities. The firm also buy and sell every kind of stocks for clients. Mr. Adams is greatly interested in in the development of the Canadian Machine Telephone Company, which has acquired the rights of the Lorimer Automatic Telephone system, which does away with a central office, and ensures promptness and privacy while reducing expenses. The firm's offices are in the Merchants Bank Building, 205 St. James street, Montreal.



Norris P. Bryant.

The well-known dealer in listed and unlisted stocks, who has been successful in his chosen business, and has made a strong place for himself in the field of Canadian finance. Offices at 84 St. Francois Xavier, Montreal.

C. Franklin Hibbert.

This firm, with offices in the Canadian Pacific Telegraph Building, No. 4 Hospital street, Montreal, deals principally in government, municipal, railway and corporation bonds for investment purposes. Mr. C. Franklin Hibbert established this business in 1898, and has since that time dealt largely in Canadian investment securities, a specialty being made of those known as "gilt edged." Mr. Hibbert is in a position to meet every demand for investment funds and enjoys a large patronage.



A. E. Brunet.

D. W. and A. E. Brunet.

No firm in Montreal stands in a better position to procure the highest class of Canadian Government Municipal and Railway bonds, debentures and investment securities, than D. W. & A. E. Brunet. Mr. A. E. Brunet now practically constitutes the firm, and since 1897, the volume of business has increased to nearly two millions of dollars per annum. Mr. Brunet possesses a reputation for having better facilities than other brokers for obtaining the control over the distribution of legally issued municipal bonds, and in many instances his services have been requisitioned by various municipal authorities to frame the by-laws under which such securities are issued, so as to ensure their being in every way gilt edged. The firm's offices are in the New York Life Building, Montreal.



H. E. Smith.
Financial Agent.
Offices, Merchants' Bank Building, Montreal.

Peter W. A. Burket.

Mr. Peter W. A. Burket is a general insurance broker representing the North British and Mercantile Insurance Co., for fire, and is general agent for the Province of Quebec for the Maryland Casualty Co. Mr. Burket's offices are in the Guardian Building, 160 St. James Street, Montreal.



Peter W. A. Burket.

The Montreal-Canada Fire Insurance Company.

Formerly the Mutual Fire Insurance Company of the City of Montreal.

Directorate:—A. A. Labrecque, President; Alp. Champagne, Vice-President; L. A. Lavallée, N. Leclaire, Treffié Bastien, Jos. Lamoureux, Emery Larivière, F. C. Larivière, C. Robillard, J. B. Lafleur, Manager.

Statement:—

Authorized Capital	$1,000,000.00
Assets	383,225.08
Risks in force	21,991,988.00

This company was established in 1859 by a certain number of eminent Montrealers in order to supply insurance at moderate rates. It operated strictly under the Mutual System, insuring real estate owners till 1872. At this date the company renounced its charter for a new one limiting business to risks situate exclusively in the city limits; but in 1889 its present Manager, Mr. J. B. Lafleur, was called into office, and added the cash system to the mutual, and insured tenants as well as land owners. In 1898 the company was placed under the general law of the Mutual Fire Insurance Companies of this province, and extended its business in the whole province with great success. In 1901 the company began insuring stock and merchandise; the consequence was that the volume of business was greatly increased, as also the assets and reserve. In 1903 the present Board of Directors applied to the Federal Government for a new charter, which was granted on the 25th of June, 1903, whereby the company was empowered to issue a capital stock of $100,000 to a $1,000,000, and to extend its business throughout the whole Dominion. Since then $157,960 stock has been subscribed and 10% paid up thereon, and agencies have already been established in Ontario, Manitoba, North-West Territories, British Columbia, Yukon, Nova Scotia, New Brunswick, and even Newfoundland and the United States. The Directors are men of energy and enterprise; they have secured a very spacious and beautiful office on the first floor of "La Presse" building, 59 St. James Street. The company has become quite aggressive for business, but has remained meanwhile conservative in the nature and limits of its risks.

H. L. Putnam.

In the Montreal real estate field, no individual is perhaps better informed as to values of all classes of property than Mr. H. L. Putnam, who has occupied a foremost place in this business for many years, and whose judgment is sought by the investor as being most reliable.

Mr. Putnam transacts a large annual business and is very sanguine as to the extremely bright outlook for Montreal values. His offices are located in the Temple Building, 185 St. James street.



F. C. Hirsch.

Dealer in Mines and Mining Stocks.
54 St. Francois Xavier Street, Montreal.

G. A. Forbes

66 and 67 Guardian Building, 160 St. James Street, Montreal.

Stocks, Bonds and Investment Securities.
Joint Stock Companies Organized and Financed.
Capital Secured for Good Industrial Propositions.
Reports Made and Information Supplied Free of Charge.

WHEN Mr. G. A. Forbes established himself in business in Montreal, he speedily filled a long-felt want in the financial and commercial circles in the Canadian metropolis.

To-day Canada probably affords the greatest and best opportunities in the world for the secure investment of capital, with a certainty of lucrative return. The wonderful development now taking place in her principal resources, such as agricultural lands, minerals, products of the forest, fisheries, and industrial enterprises, afford opportunities to the investor and capitalist which do not exist in the older countries of the world. In any of these fast developing resources of the Dominion capital to any amount can be utilized, and invested with gilt-edged security, provided always that the industries are carefully managed and intelligently operated. Large profits await the investor who associates himself with enterprises under these conditions.



Geo. A. Forbes.

What was long needed in Montreal was some one with an expert knowledge of these wonderful resources in our midst, a man with practical experience gained by actual investigation and consequent knowledge of their locality and assured possibilities. A man, also, who had been trained to be thoroughly conversant with the organization and floating of joint stock companies, and who could thus place the enterprises formed to develop these resources on a basis which would attract the thoughtful investment of capital, with a practical assurance of security and profitable return. Mr. G. A. Forbes was the first man who combined these qualities and abilities, which he speedily demonstrated in the most satisfactory manner, consequently the demand for his services, aid and advice grew with steady rapidity until now he stands alone in the exercise of the special lines he has laid himself out to undertake.

Mr. Forbes has devoted years of research into the resources of Canada, and probably no individual is more thoroughly conversant with their infinite variety than he. *Capitalists desiring sound investments in Canadian enterprises should not fail to place themselves in communication with him.*

Persons having the control of land producing minerals of any kind, agricultural, fruit growing or timber lands, fisheries, or any industry needing development should immediately send full particulars to Mr. Forbes. His past experience renders his advice on any of those varied propositions invaluable. His references and testimonials are of the highest possible character, and no better examples can be given of the success which has attended the enterprises of which he has had the management and development and placed upon a lasting and satisfactory basis, than by the mention of a few instances:

The Southern Okanagan Land Company, Limited. Capital, $500,000.

The Minudie Coal Company, Limited. Capital, $250,000.

The St. Lawrence Coal Company, Limited. Capital, $500,000.

The United Lumber Company, Limited. Capital, $250,000.

The Siche Gas Company. Capital, $100,000.

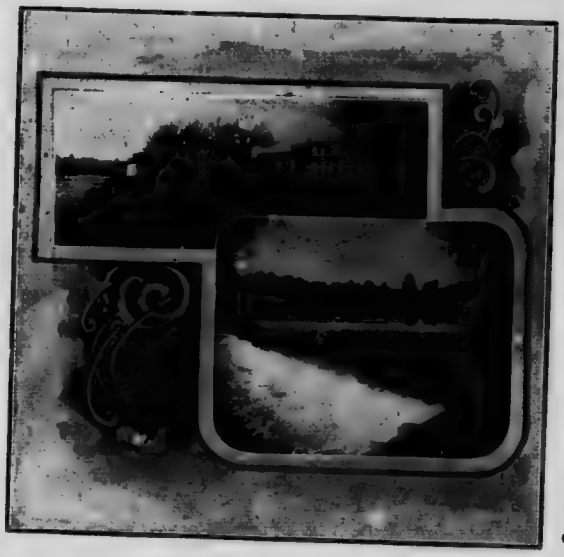
The Citizens Bank of Canada. Now forming with a capital of $2,000,000.

The La Lima Estates, Limited. Now forming with a capital of $100,000.

Many other concerns could be mentioned, and their bona-fides and full particulars can be obtained by calling or writing Mr. Forbes at his offices in the Guardian Building, 160 St. James Street, Montreal. As to his financial standing, his references are the Bank of Ottawa, Montreal, and Bradstreet's Commercial Agency.

H. M. Simpson.

The head of this well-known real estate insurance and financial business has reduced the sale and purchase of high class business and residential properties both in city and country to a science, the operations extending all over the Dominion, and in addition, embracing important dealings in timber limits, farm lands in the Great North West, mills and plants of every description. Possessing the confidence of a large and ever increasing circle of clients, both vendors and purchasers, H. M. Simpson has displayed such tact, ability and judgment, as to win the remarkable success attained. The H. M. Simpson offices are situated in the Renouf Building, St. Catherine Street, Montreal, and being in the heart of the great uptown shopping and business quarter of the city, are especially convenient for carrying on the letting and leasing departments of the business, especially for those clients who require flats and residences of the highest class. H. M. Simpson invites correspondence in any part of the Dominion from all desirous of selling or purchasing property of every description, no matter how remotely situated from Montreal. Large dealings are daily satisfactorily concluded by this firm purely by correspondence. All business is treated by the firm as strictly confidential, and the highest of responsible references are required and given.



Partial Views of Terrebonne, Que.

Showing mills and water power of this enterprising little town, twenty miles from Montreal, which will make of it quite an industrial centre, as they are susceptible of further very great development.



C. B. Carter, B.C.L., K.C., M.P.P.

Head of the firm of Carter, Goldstein & Beulac. Member of Montreal City Council.

D. W. Ogilvie and Company.

This Montreal firm, which has at its head Mr. D. W. Ogilvie, do an extensive business as real estate agents, insurance and mortgage brokers. The other members of the firm are Mr. E. C. Short and Mr. N. C. Ogilvie. Mr. D. W. Ogilvie is acting executor of the estate of the late John Ogilvie, who was one of the largest owners of real estate in Montreal, and to-day this business alone entails the management of a great number of business properties. The firm are special agents in Montreal for the Union Assurance Company, one of the oldest and best concerns in Great Britain. As general real estate brokers, they have consummated many of the large sales which have taken place in Montreal within the past few years. The firm's offices are located at No. 11 St. Sacrament Street.

Frank Thompson and Company.

The firm of Messrs. Frank Thompson and Company deal principally in municipal, railway and industrial debentures. They are also interested in various large enterprises, Mr. Thompson being a Director of The Alaska Central Railway Company, and also a Director of the Imperial Coal and Coke Company, Limited. The firm's offices are in the new Sovereign Bank Building, 232 St. James Street. Their cable address is "Oxford," Montreal.



Building of the Montreal City & District Savings Bank.
176-178 St. James Street.

The Canadian Express Company.

This corporation is to-day one of the pioneer express companies of the world, for the inception of the business dates back to 1850, in which year the firm of Cheney, Rice and Company, under the presidency of Benjamin Cheney, inaugurated an express service by the crude facilities of that day—a steamer in summer and a stage coach in winter. Upon the opening of the Grand Trunk lines the business was extended under the name of the British American Express Company, which in 1865 gave way to a new corporation, the Canadian Express Company.

The first directors of the company were B. F. Cheney, E. H. Virgil, W. G. Fargo, Rybert Kent, and Thomas Fitzpatrick, while later on Sir Alexander Campbell and Sir Richard Cartwright were members of the Directorate. Gilman Cheney, who had been a moving spirit in the enterprise from the very beginning, served in the course of time as messenger, superintendent, general superintendent, manager, general manager, and finally in 1890 was made president. L. J. Seargeant succeeded him as president in 1892. He in turn was succeeded by C. M. Hays, who was succeeded by George B. Reeve. Upon Mr. Hay's return to Canada he was again made president.

The active head of the company for a good many years has been Mr. James Bryce, whose experience in the company dates back considerably over thirty years. Mr. Bryce has risen by successive grades, and now occupies the position of vice-president and manager. The management of the Canadian Express Company is of the most progressive type, and is each year becoming more and more of a necessity in every business community. The company operates over no less than eighteen railway systems in Canada, these being the Grand Trunk, Central Ontario, Great Northern, Sydney & Louisburg, Salisbury & Harvey, Midland of N.S., Canadian Government Railways, Lake Erie & Detroit Railways, Quebec & Lake St. John, Cumberland Railway and Coal Company, Tillsonburg, Lake Erie and Pacific; Brockville, Westport & S.S.M. Ry.; Canada Atlantic, Canada Eastern, Bay of Quinte R.R. & Navigation Company, Quebec Southern, Temiscouate, and the Inverness R.R. and Coal Co. From these it can be seen that the company is in a position to give an expeditious service and quote low rates for same. The company makes a specialty of issuing money orders and serves a large proportion of the Canadian business world in collecting notes, issuing drafts, etc. The corporation's facilities on other than their own lines, for instance to points in the United States, are exceptionally good, as well as to the British Isles and other foreign parts.

Mastai Pagnuelo.

Marine and Fire Insurance Underwriter.

Mastai Pagnuelo, son of Hon. Justice S. Pagnuelo, of the Superior Court of Montreal—most likely the youngest Marine and Fire Insurance Underwriter on earth—has just formed The Canadian Lloyds of Mon-



Mastai Pagnuelo.

treal for the purpose of insuring ocean marine risks. Is representing The Credit National Marine Insurance Company, of Paris, France; L'Etincelle Marine Insurance Co., of Paris, France; La Cie d'Assurances Francaises de France; La Mutuelle Moderne of Amiens, France; Committee of Marine Insurance Companies of Genoa, Italy; London and Lancashire Fire Insurance Company of Liverpool, England; and Quebec Fire Assurance Corporation. Banque du Peuple Building, Montreal. Telephones: Main 279; East 1504; East 784.

THE NEWSPAPER WORLD OF MONTREAL.

The extreme eastern section of St. James Street may be said to be the heart of the daily newspaper world of Montreal. The publishing offices of The Montreal Star, Herald, La Presse, La Patrie and Le Canada are all situated on this main down town thoroughfare, while those of the Montreal Witness and the Montreal Gazette are on Craig Street, within easy distance of the headquarters of their competitors.

A walk through the "Fleet Street" of the Canadian metropolis, starting from the corner of St. Lawrence Main Street, is always engrossingly interesting. On the corner is the palatial building of La Presse, Canada's greatest French daily, which has the largest circulation of any newspaper published in the Dominion. In close proximity on the northern side of St. James Street are the fine buildings of Le Canada, La Patrie and other French journals. There is always an observant and interested crowd outside La Presse building, where a full view of the modern and magnificent printing machinery in action can be obtained. Passing westward, past the Bank of Montreal and General Post Office, the "Star" Building is the feature of the north side of the street. Its fine windows generally contain attractive exhibits of pictures, Canadian products, mounted game, fish, mineral specimens, etc., while the interior offices rival those of any newspaper office in the world.

Le Canada is the daily morning journal published in the French language, and the only English morning daily newspaper is the Gazette. All the other dailies are evening papers, and consist of the following:—

La Presse.

This great newspaper has an average daily circulation of over eighty-five thousand copies, with one hundred thousand on Saturdays. There are in Montreal forty-five thousand French homes. The Montreal city circulation of *La Presse* has an average of over forty-five thousand (45,000) daily. This is an average of one copy to each family. *La Presse* is a paper for the masses and the classes. It reaches all our French population, no matter what their political views may be, for it is a newspaper conducted along distinctly newspaper lines, and not a political organ. *La Presse* is a newspaper so broad in its policy, so complete in its news features, so enterprising in its non-political journalism that it is indispensable and universally read. The circulation of *La Presse* is estimated at 50,000 more than any French daily, and 30,000 more than any English daily published in Canada. It is a one cent paper, and as a newspaper, an advertising medium and a journal of influence, ranks with any newspaper in Chicago, New York, Boston, Philadelphia, Washington, Pittsburg and San Francisco, and has, besides the distinction of being almost universal in its circulation, with an influence upon a constituency wholly its own.



Chenier Monument.
Place Viger Park, Montreal.

The Montreal Star.

Is already fully dealt with elsewhere in this book. It is a one cent evening paper.

La Patrie.

La Patrie is the French evening rival of "La Presse." It was established in 1880, and possesses an average daily circulation of 45,000 copies, and on Saturdays it averages 75,000 copies. It is considered as good an advertising medium for the Franco-Canadian population as any newspaper published in the Province of Quebec. It is published at its fine offices at 77 to 81 St. James Street by "La Patrie" Publishing Company, of which L. J. Tarte is President; Eugene Tarte, Vice-President; and J. N. Chevrier, Secretary. A new building is being planned for this enterprising journal, to be erected in the up-town district, on St. Catherine Street, near City Hall Avenue.

Le Canada.

This is the only French morning paper published in Montreal, and is undoubtedly the leading morning paper of the Province of Quebec. It is the organ of the Ottawa and Quebec Governments, a circumstance which gives a special value to its circulation and its advertising columns. Although *Le Canada* has not yet been in existence two years, it is said to have left the "Gazette," the only other Montreal morning paper, far behind, so far as circulation is concerned. *Le Canada* has an average daily circulation of 25,000 copies. The fine and commodious offices of the Canada Publishing Company, Limited, are at 73 and 75 St. James Street, Montreal. The Managing Director is Mr. Godfroi Langlois, M.P.P.

The Montreal Herald.

The Herald is an English evening paper which enjoys a deservedly large circulation as a Government organ. It is published by the "Herald" Publishing Company, at 190 and 192 St. James Street, of which company Mr. Robert MacKay is President, and Mr. James S. Brierley Vice-President and Managing Director.

The Montreal Daily Witness.

J. Dougall and Sons publish *The Montreal Daily Witness*, a high-class English evening journal, which circulates largely among the best families in the city of Montreal. They also publish *The Montreal Weekly Witness* every Tuesday; and *World Wide*, a weekly reprint of articles from leading journals and reviews reflecting the current thought of both hemispheres. *World Wide* is issued every Saturday. The firm also publish every Thursday *The Northern Messenger*, a Sunday school magazine which enjoys a circulation of upwards of 70,000 copies. These newspapers and periodicals enjoy a high-class circulation throughout Canada. The commodious printing and publishing offices are at the corner of Craig and St. Peter Streets, Montreal.

L'Album Universel.

Among the French weeklies of Canada *L'Album Universel* stands in the front rank with its 90,000 readers.

It is a magazine for the home profusely illustrated.

This magazine reaches the most cultivated classes of the French speaking population of the different provinces of Canada, and its influence is fast extending in the New England States.

It publishes news from all parts of the world, serial stories and music, mostly from French Canadian writers and composers.

The paper was founded in 1884, and is now the property of the Honorable T. Berthiaume and Sons.

The Montreal News Company, Limited.

"The Golden Dog," by William Kirby, has held the foremost place in the ranks of Canadian Historical fiction for a quarter of a century. The story is so interwoven with the early life of French Canada, so graphically and artistically written, that the demand for "The Golden Dog" increases steadily year by year, until the name has become a household word. It is published in paper covers at 50c., and in cloth binding $1.00.

Who, in all Canada, has not heard or read Dr. W. H. Drummond's poems? His wonderful books, "The Habitant," and "Johnny Courteau," have permanently recorded in dialect, the honest, humorous, and altogether lovable characteristics of the French Canadian "Habitant." Dr. Drummond's two volumes are absolutely unique. The sale of them has rivalled that of the works of the greatest novelists, and the reading of them has undoubtedly had the effect of bringing the east and the west more closely together. Popular editions of the "Habitant" and "Johnny Courteau," illustrated, are published in cloth at $1.25, and editions De Luxe, fully illustrated with photogravures of Fred. S. Coburn's paintings, are published at $2.50 each.

The foregoing can be had from any bookseller in Canada, or from the publishers, the Montreal News Company, Limited, Montreal.

The Mount Royal Sanatorium.

The Mount Royal Sanatorium has been established with a view to providing in Montreal a place where invalids, convalescents and chronic cases may obtain all the various treatments given in modern sanatoria. This without leaving the city, and while still remaining under the direction of their own medical advisers. The Mount Royal is not an hospital, is not in competition with hospitals, and does not provide for the class recognized as hospital patients. But for semi-invalids, and in chronic cases, it has perfect facilities for supplying the auxiliaries to medical treatment



Mount Royal Sanatorium.

which modern physicians demand. The range includes Electro-Therapeutics, Hydro-Therapeutics, Vibratory Massage, Direct Sunlight, Diets, etc., according as the recommending physician may suggest.

If the young man wants to take up agriculture on a big scale he can nowhere go into it so extensively on so small a capital as in the Canadian West. In no part of the United States can he win an independent position in farming as he can by grain-growing in our own West.

The Laporte, Martin Company, Limited.

The firm of Laporte, Martin, Company, Ltd., was established in 1870 as a comparatively small retail grocery house, the present senior partner, Mr. H. Laporte, being the founder. The success of the firm was such, however, that the retail business was eventually dropped entirely and the wholesale trade took its place. From time to time, as the business extended, the firm was augmented by other partners, the men who had long been with the firm, and who had shown a special adaptability, being given an opportunity of enjoying all the benefits of the partnership. The storerooms occupied by the firm, four in number, front on St. Peter Street, and are directly opposite the Board of Trade Building. The members of the firm are: Mr. H. Laporte, M. L. A. Delorme, Mr. J. Ethier. In September last Mr. J. B. Martin announced his intention of retiring from business, as his physicians had recommended a long rest. Mr. Martin had for years been giving all his attention to the business, having in charge the finances of the firm. His retirement naturally made some changes; for instance, it was resolved to create a limited liability corporation in place of the old firm of Laporte, Martin & Company. Mr. L. A. Delorme practically succeeded Mr. Martin in the financial direction of the firm, as Secretary-Treasurer, and Mr. Joseph Ethier is Managing Director. Mr. Delorme was formerly at the head of the important department in a business of this kind, the credits, and has therefore a great deal of experience to carry to the new position which the change in partnership creates.

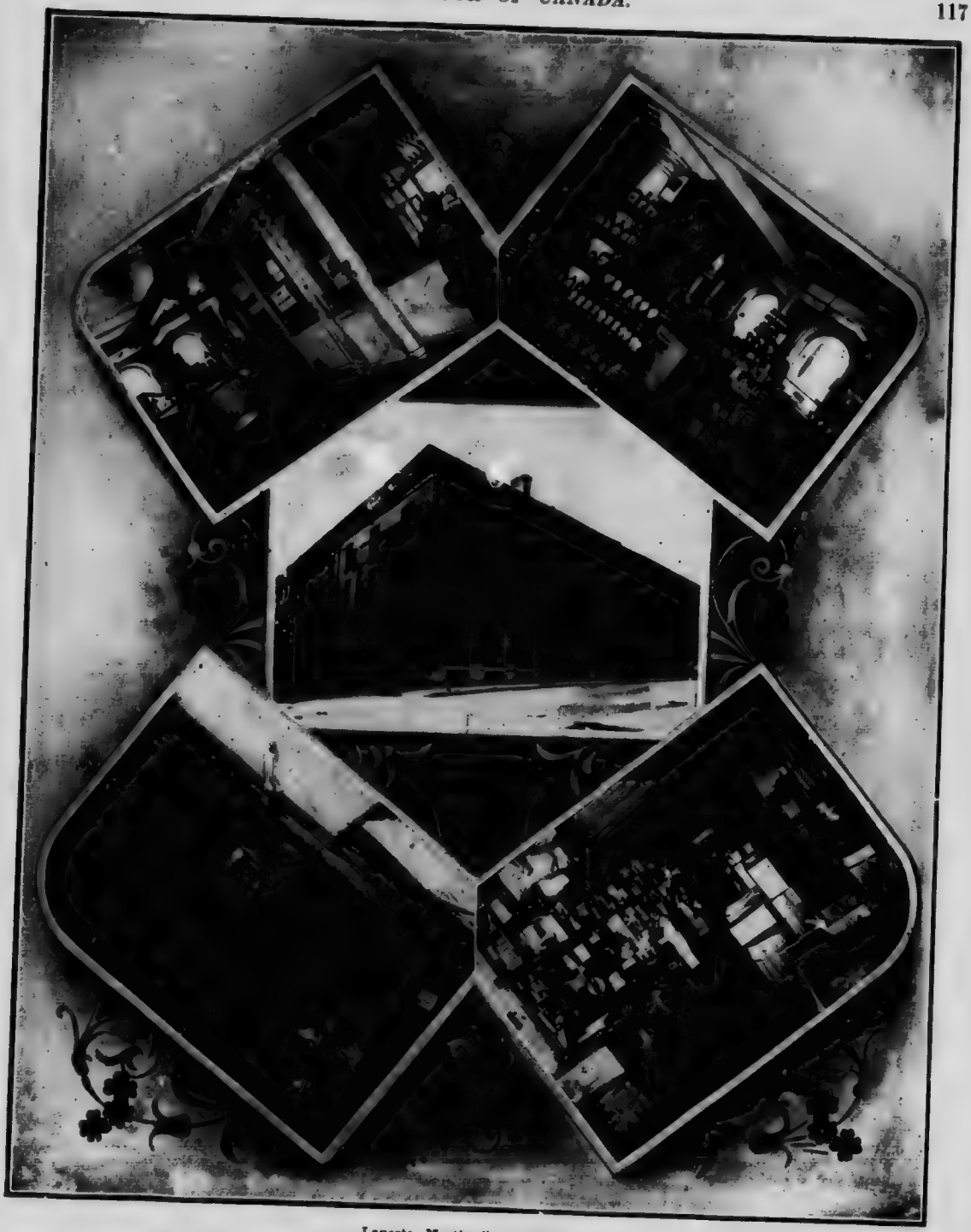
Mayor H. Laporte, the head of the firm, has long been prominent in civic affairs, and there is to-day in Montreal no man to whom the city owes a greater debt of gratitude. In season and out he has sacrificed his own private affairs for what he considered his duty towards his native place. As Alderman and as Chairman of the Finance Committee Mr. Laporte has been untiring in his efforts towards better city government, and his election to the highest office within the gift of the city in January, 1904, was a heartfelt appreciation from both the English and French speaking voters. He is broad-minded, earnest and honest, both in thought and deed.

The business of the Laporte, Martin Company, Ltd., is extensive, the goods which they sell being found in all portions of the province upon the shelves of the retail grocery houses. The purchasing department of the house has long been under the personal supervision of Mr. Laporte, though naturally with a man as busy as he is some of the matters connected therewith devolve upon other shoulders than his. The firm have some fifteen travellers on the road, covering Quebec Ontario and the Maritime Provinces. The company are the Canadian agents for several very important lines in the wholesale grocery trade; for instance, the house represents Sir Thomas Lipton's teas, Richard's brandies, Mitchell's Scotch and Irish whiskies, Blandy Brothers' Madeiras. Amiot & Cardinal's champagnes Pollen gins.

The firm covers the entire grocery field, and there is nothing in the line which cannot be obtained from this house. The company extends its direct importations to Japan, China, India and Ceylon for teas; to the West Indies for sugars; to France for fancy groceries, in which the French are such adapts, as well as brandies and wines; to England for sauces, canned goods, fancy cheeses, etc.; and to the various other countries of Europe and Asia for the specialties which have a demand in Canada.

No grocery house in Montreal is more favourably or better known, nor is there a concern where fairer treatment is accorded its customers throughout the Dominion.

The illustrations accompanying this article on the opposite page will afford the reader a conception of the size of the various departments of the business. To those who are not familiar with the city of Montreal, the statement above that the premises are opposite the Board of Trade Building will give an idea of their central location. As a matter of fact, there is no wholesale house more conveniently situated in the city. The trade enjoyed by this progressive house covers a wide area, it has an honoured name and its business is strongly marked with the brand of absolute reliability and thorough modern methods.



General Offices. Laporte, Martin Co., Limited. Sales Rooms.

Cellars. Exterior of Building. Packing and Shipping.

The Montreal Stock Yards Company.

Montrealers particularly, and Canadians generally, will be both surprised and pleased to know that they have at Point St. Charles the most complete stock yards and abattoir east of Chicago, and which for completeness is not to be excelled by even those of the Windy City, which are known the world over, and which are among the "show" places of the west. At the abattoir of the Montreal Stock Yards Company are slaughtered all the cattle used for food in the west end of the city. In these vast enclosures, which are presided over by Mr. F. H. Carlin, manager of the company, there are quarters for 7,000 head of cattle, between 6,000 and 7,000 sheep, and 3,000 hogs. In addition there is also a large building where 700 additional cattle may be tied up. For horses there is accommodation for 300 head, the structure being fitted with stalls, and the whole nicely painted. It may be well right here to mention, perhaps, that for cleanliness the yards and abattoir of the Montreal Stock Yards Company are second to none on the Continent. The tracks of the Grand Trunk Railway, that great feeder from both Ontario and the West, run directly alongside of the long rows of sheds and stables, permitting the loading and unloading of stock with the least possible inconvenience, and doing the work in the shortest possible space of time. From these cars thousands upon thousands of head of stock are unloaded each year, some to go into the local market, but the vast majority to be reshipped upon the ocean liners to distant ports across the Atlantic, for the advantages of Montreal and the Montreal Stock Yards Company combined are such that shippers from all sections of Canada and the United States have found it best to do business this way, in place of sending it to such ports as Boston and New York. Again, cattle during the winter months are taken off the trains here while in transit to such ports as Portland and Boston, being fed and rested before continuing their journey.. This trade has grown wonderfully since the Montreal Stock Yards Company completed its plant, the high character of the accommodation being a great consideration and Montreal a central point. The abattoir has a slaughtering capacity of 5,000 cattle, 5,000 hogs and between 4,000 and 5,000 sheep per week, with one shift working only. Thus it can be seen that when need be the figures given can almost be doubled. In an article of this character it is hardly necessary to go into a minute description of the processes in vogue in this abattoir, in which are adopted all the latest and best methods in use in Chicago, with numerous improvements, which have suggested themselves from time to time. A very large share of the work is done automatically, machinery taking the place of men in many respects. Overhead trolleys carry the carcases from one portion of the building to another. Automatically the hogs are taken to the scalding vats, and again each hog is delivered into the care of a mechanical scraper, which does all the work except about the joints and head. In less than five minutes from the time the hog is a squealing reality, running about on four lively legs, he is hanging "dressed" in the refrigerator chambers with the owners name nicely printed on his side. And his dressing is not done in amateur style practiced on the farm. He is as clean as if a man had worked upon his fat carcase for a week. What applies to the hog applies also to the steer and to the sheep. Large boiler and engine rooms are a portion of the plant, the company generating its own electricity, its own power, and there are also two powerful engines for producing cold air for the refrigerators. Connected with the plant is also a laboratory, where all the offal, blood, hair and scraps are converted into fertilizer and other abattoir products, the grades being highly prized and finding a ready sale. The City of Montreal has special arrangements in force pertaining to the slaughter of cattle for use in the city, and these arrangements with the Montreal Stock Yards Company have proven of great benefit, for not only has the city received additional revenue, but, more important still, the killing and sale of diseased cattle has by this method been absolutely stopped. Buyers of provisions throughout the city should see to it that their purchases are abattoir slaughtered, and should insist on their dealers providing them with this class of meats. In this way they are assured, owing to the rigid city inspection, that their meats are absolutely free from disease and impurities, which may result in serious consequences



F. H. CARLIN, Sec.-Treasurer.

Views of the Montreal Stock Yards.

WM. STRACHAN, President

1. Abattoir, cold storage and sales market.
2. Marking chutes and unloading platform.
3. Cattle awaiting shipment to Europe.
4. Montreal stock yards, main entrance.
5. Main receiving yard and entrance to cattle stables.
6. Marking chutes and local receiving yard.
7. Interior view of horse stables, capacity, 300 horses.
8. Remount horses awaiting embarkation for Boer war.
9. Interior view of cattle stables.

The D. B. Martin Company.

The question of keeping the soil up to requirements with the use of fertilizer is one which is attracting well merited attention. On this continent, probably for the reason that there was plenty of untilled land which could be had almost for the asking, the fertilizing of the soil has up to quite recently not received the attention it deserved. The modern farmer has come to realize now, however, that if he is to continue to raise crops, the land must not be robbed of its richness, and this can only be accomplished by renewing the growing qualities of the ground with fertilizers.



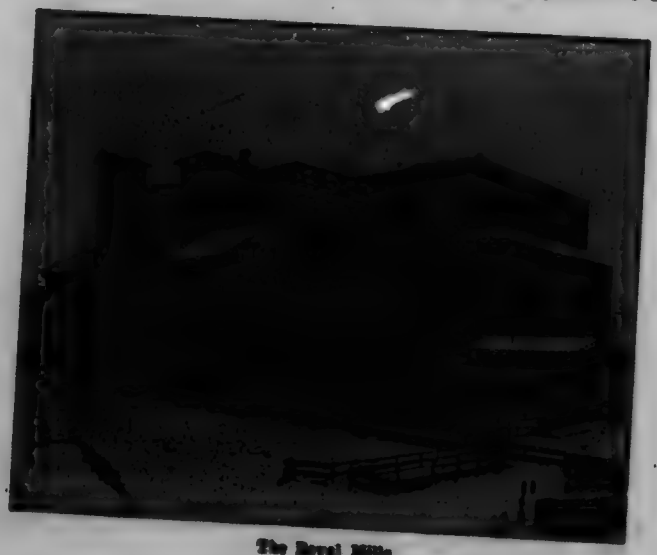
In England, on land which has grown crops for generations, the farmer is still able to raise more wheat to the acre than his competitor on this side of the water, and this simply because he long ago learned that the phosphates which are constantly being removed from the earth by the growing crops must be renewed or the land will become worthless. In Canada the importance of this is growing hourly, and it is to such firms as the D. B. Martin Company that the tiller of the soil must go for relief. This firm of manufacturers of abattoir products, with a head office in Philadelphia and branches in Baltimore, Md.; Wilmington, Del.; Newport, Del.; Jersey City, Montreal and Toronto, have not only been manufacturing fertilizers, but have made the question a study, until now they are prepared to furnish the farmer with the materials which will actually make his crops grow.

This company formerly supplied the fertilizer manufacturer with their by-products, but they finally resolved to enter into the business themselves, which they have done on a large scale at all points mentioned. At Cote St. Paul the company have a fine plant, where stearine, size and tallow is manufactured, while the East End Abattoir furnishes them with the raw material, from which their products are manufactured. The best fertilizer is that obtained from the animal bone, and that is what the D. B. Martin Company furnish.

The Royal Mills.

The Largest and Finest Flour Mills in the British Empire.

The Royal Mills at Montreal are the largest and most modernly-equipped flour mills in the British Empire. They are owned by the Ogilvie Flour Mills Company, Limited, for over a third of a century the leading flour concern of Canada and flour millers to Royalty by Royal Warrant, their famous Royal Household Flour taking its name from the fact that it was selected by the Prince of Wales for use in his household when the Royal party visited the Ogilvie Mills four years ago and witnessed the perfection of the process by which the best wheat in the world is ground into the best flour in the world.



The Royal Mills.

The Ogilvie Company has mills at Winnipeg and a new mill at Fort William which, with the Royal Mills at Montreal, have an output of several million barrels per year, or considerably more than double the capacity of the mills owned by any other Canadian flour concern.

Additionally to its great mills at these three important points it has over a hundred elevators scattered through the grain producing sections of the Canadian West, where, from the earliest days of Western Canada's wonderful development as the granary of the world, the Ogilvie Mills have been the largest purchasers of the highest grade of hard wheat, making its flour exclusively of this quality, carefully selected by its agents in all parts of the wheat regions, who watch the crops from seedtime to harvest each year in order to secure for the Ogilvie Company the pick of the product, and store the enormous supply thus secured in the company's elevators, where it is subjected to the first process of cleaning, to be cleaned again when it reaches the mills and then purified by a series of separations and re-grindings that eliminate every particle of everything except the very cream of the wheat from the resultant flour and then subject the flour to the final process of electrical purification, which process is controlled in Canada by this company, and imparting to its flour a degree of whiteness, deliciousness and nutrition unknown in other flour, and making it equally good for bread or pastry, so that one barrel of Royal Household Flour is sufficient in any home for all baking purposes.

This Royal Household Flour has become famous in many lands, and the demand for it compels the Ogilvie Mills to run day and night. One shipment of Ogilvie flour, to Newfoundland, consisted of over sixty-five thousand barrels, and was the largest in the history of the Dominion.

The Edwardsburg Starch Company, Limited.

This company has not only the honour of being the pioneer in the Canadian trade, but is easily the leader in the business in the Dominion, controlling upward of seventy per cent. of the trade in their various lines of manufacture.

The company does not stop at the manuf cture of starch, as perchance the title of the corporation might imply, for at the works located at Cardinal, Ontario, there is produced syrup, glucose, cattle and poultry feeds, and corn oil, which is largely used now as a substitute for both cotton seed and linseed oils.



Mills of the Edwardsburg Starch Company, Limited.

The business of the company was founded in 1858 by the late W. T. Benson, who was the first to manufacture starch in Canada. By the year 1866 the business had grown to such an extent that it was deemed best to reorganize on a larger scale. The business was, therefore, incorporated, and several prominent Montreal capitalists became interested, among them the late Peter Redpath, Alexander Buntin and Walter Shanley. The present head of the business is Mr. George F. Benson, son of the founder, who is President of the company; Mr. William Strachan is Vice-President; Mr. R. Cunningham, Secretary; and Mr. Hugh McArthur, Treasurer. The members of the directorate include such capitalists as Hon. Robert Mackay, Charles R. Hosmer, William R. Miller, and George Hyde.

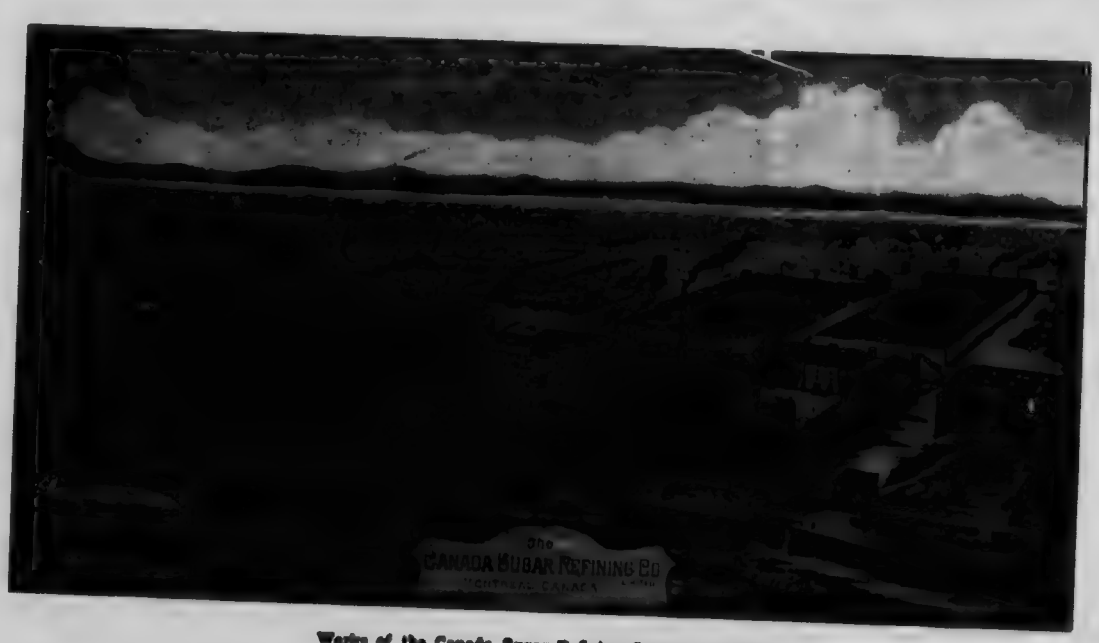
At Cardinal the Edwardsburg Starch Company has a finely equipped plant, a large portion of it being only some four years old. The company has a fine water power, and one of the most complete systems of pressure water filters in the world. An average of one hundred and fifty hands are employed, and the producing capacity of the works is far greater than any like concern in the Dominion of Canada. The manufacture of corn, rice, wheat and potato starches are, of course, the staple products, these being sold throughout the Dominion under the name of Edwardsburg Silver Gloss, Benson's Enamel Starch, etc. Within the past few years a large trade in glucose and corn syrup has been developed, and this now constitutes an important branch of the industry. The development of the North-West has created a surprisingly large market for this product, chiefly for the reason that it is found to be an excellent substitute for fruit in a country where it is impossible to obtain the necessary amount of the fresh article. Among the canners and confectioners there is a never-ceasing demand for glucose, and this the company supplies with their well-known brand of Crystal Glucose.

The by-products of the works contribute a large share in the business of the Company, there being a large trade in cattle and poultry feeds, which are known to the consumer as gluton meal, corn bran and corn oil cake. Corn oil is also a valuable factor, and is to-day taking the place of cotton seed and linseed oils in many particulars. The firm's syrup is put up under the name of the Crown Brand, and it has gone so largely into family use that it is said that to-day the company is supplying fifty per cent. of the total consumed in Canada.

Taken all in all the importance of the Edwardsburg Starch Company, Ltd., as one of the leading concerns in the manufacturing business of Canada can hardly be over-estimated, and best of all the business has by no means reached the end of its onward career, but is growing and extending year by year. The general offices of the company are located in the London and Lancashire Building, No. 164 St. James street, Montreal.

The Canada Sugar Refining Company, Limited.

The beginnings of this magnificent enterprise date back to 1854, when the late John Redpath established in Montreal the first sugar refinery to be built in the Dominion. Later on Mr. Peter Redpath, a son, entered the business, the firm becoming John Redpath & Son. Later on Sir George Drummond and the late John James Redpath also became partners, the business being gradually extended. In the year 1879 it was resolved to reorganize on a more modern basis. The business was thereupon converted into a joint stock company under the name of the Canada Sugar Refining Company, Ltd., with a capital of a million dollars. Sir George Drummond is the President and Managing Director of the Company, Mr. R. B. Angus is Vice-President, and E. W. Parker, Secretary. The plant, covering some twelve acres of ground, is located on the Lachine canal, the position being an exceptional one. The buildings are massive, and the methods employed in refining sugars are the latest and best. The output is 2,000 barrels per day, and the total values of the sugars manufactured yearly is something like four and one-half millions. Some six hundred men are employed, and their pay is upward of $200,000 per annum. The sugars manufactured are all of high grade and have a large sale throughout the Dominion. The refinery is considered one of Canada's foremost business enterprises.



Works of the Canada Sugar Refining Company, Limited.

The St. Lawrence Sugar Refining Company, Limited.

This corporation, which established its sugar refining business in Montreal back in 1878, stands at the very head of the manufacturing trade in the Dominion. The refinery, which was at first on a much smaller scale than it is to-day, for it has grown in the intervening quarter of a century in accord with the increasing demands, was inaugurated by Mr. A. Baumgarten and the late Mr. W. R. Eisenhaver. The latter was its first president, Mr. A. Baumgarten



St. Lawrence Sugar Refining Co., Limited.

its first vice-president, and Mr. Theodore Labatt its first secretary-treasurer. The first site of the refinery was in Montreal, but in 1887 the buildings were destroyed by fire, and it was then concluded to re-build at Maisonneuve, where better facilities and unlimited ground space could be procured.

The site of the present refinery is exceptional, for it has directly in front of it wharf facilities which allow the largest steamships, sugar laden, to discharge their cargoes at the very doors of the refinery. The output of the works amounts to about 300,000 barrels per year, this quantity of sugar having a value of something like $4,500,000.

The operation of this vast plant which brings the sugars from their raw state to the finest marketable product, requires a corps of about 350 hands, while the capital in the business amounts to $1,250,000.

The imports of raw sugar, for the most part delivered in cargo lots direct from the British West Indies and Europe, have a value of about $3,500,000 per annum. The officers of the Company are Mr. A. Baumgarten, president, Mr. Theo. Labatt, vice-president, and Mr. B. McNally, secretary-treasurer. The general offices of the company are located in the C. P. R. Telegraph Building, Montreal.

Acme Can Works.

Mr. Jas. B. Campbell & Mr. Wm. Pratt own and operate this extensive plant, which is situated on Ontario Street and Jeanne D'Arc Ave., Maisonneuve.

This business was originally owned and operated by Mr. Wm. Walker at 177 St. Antoine Street, Montreal, who, after many years of successful operation, sold to the present owners in 1896, who continued the business at the same place until the year 1900, when the demand for their goods was such that they were forced to enlarge their factory.

Their business had increased so much, not only locally, but throughout the whole Dominion, that good shipping facilities were also to be taken into consideration when selecting the new home.

In the year 1900 they purchased a large tract of land and erected on part of same their present large factories, which give employment to two hundred and fifty workmen and is quite an acquisition to the town; their output will average 100,000 cans per day of ten hours.

Having a private railway siding these cans are loaded automatically, and the larger portion of them are made by automatic machinery. They make the most complete line of tin cans for factory use of any house in America, and in conjunction with their can factory they also operate a large machine shop, blacksmith shop and pattern shop, in which they have the most proficient workmen for the manufacturing of their dies and special machinery for making sheet metal goods and machine and die work for the trade in general.

Early in the present year they installed a system for the manufacture of gas to be used for heating solder and metals and illuminating their works, which has proved a great success, and to-day they have one of the most perfectly lighted factory in Canada, all made and operated on their own premises, known as the *Acme* Gas Company's System.

The following is a partial list of the goods they manufacture.

Fruit and vegetable cans, round and square meat cans, fish cans, friction top and other paint and color cans, lead and color irons, square oil and varnish cans, wood-jacketed shipping cans, pressed tin boxes for shoe blacking and ointments, baking powder, coffee and spice cans, caustic and lye cans, condensed milk and cream cans, honey and syrup pails, lard pails, butter pails, and many other sundries.

They make a specialty of key-opening cans, using only the best and latest systems for opening hermetically sealed cans, and are manufacturers for Canada of the celebrated Jewetts Self Heating Can, Pat. February, 10, 1903.

The industry is one of particular importance in such a community as Montreal.

The Linde British Refrigeration Company of Canada, Limited.

Established in Canada and incorporated under the laws of the Dominion in 1895, the Linde British Refrigeration Company has become one of the institutions of the country. Its splendid and complete refrigerating system for the cooling of cold stores, abattoirs, packing houses, freezing works, ships and railroad transportation cars, is in universal use, and has been practically adopted by every leading concern requiring refrigeration for business purposes. The Linde system has distanced all others, and shown the best results from a practical preservative and economical point of view.



Linde Ammonia Compressor.

The great dairy trade of the Dominion has increased by leaps and bounds since the introduction into Canada of the Linde system and its endorsement and adoption by the Government. Prior to 1895, all Canadian dairy products had been preserved in storage by means of ice, which never gave entire satisfaction, because of the fluctuation in temperature and the dampness in the air, which in case of cheese and butter, was a perpetual cause of mould and decay. This has been obviated by the Linde system, the main principle of which consists in passing cooled and purified air through the rooms where the produce is stored. Under the older system of cooling the rooms by means of pipes, the same air remained in storage rooms almost continuously becoming contaminated and rendered impure, by the vapors and gases which stored goods give off, thus adversely affecting their quality and condition. By the Linde system the air is cooled in separate chambers, where it is passed along cold pipes, and at the same time passed through a spray of brine. All impurities in the air are destroyed when passing through the brine, and thus the air is delivered back to the rooms in a purified and cold condition.

The Linde refrigerating system is now universally recognised as the best. It has the support of all the principal export produce firms, shippers, merchants and consumers of the Dominion and the brewing trades. The ships of the leading lines are also fitted with the system, and it is undoubtedly one of the most important factors in the success of the produce exporting trade of Canada.

Mr. C. W. Vollmann is the President and Managing Director of the company, whose offices are in the Coristine Building, Montreal.

The Shedden Forwarding Company, Limited.

The head office of the Shedden Forwarding Company, Limited is at 1812 Notre Dame Street, Montreal.

The company are contractors, warehousemen, general forwarders and carriers, and act as cartage agents for the Grand Trunk Railway system, the Intercolonial Railway Company, etc., etc.

It is the principal concern of its kind in Canada, and have branches in St. Hyacinthe, Cornwall, Kingston, Toronto, Hamilton, Guelph, Brantford, London, Windsor and Winnipeg.

It is represented in the United States by the Shedden Cartage Company, Limited, having its head office in Detroit.

Originally established in 1860 by the late John Shedden, the business has grown with the railroad and transportation facilities of Canada, and it is now one of the largest cartage and forwarding firms on this continent.

Mr. Hugh Paton is the President; Mr. C. R. Christie, Secretary-Treasurer of the company; and Mr. R. E. Belcourt, Manager in Montreal.

Out-door Advertising.

Out-door advertising has within the past few years taken wonderful strides, and although still in its infancy as compared with other countries, yet it has become a recognised factor in the sale of goods. The pioneer of this class of advertising with the introduction of modern methods, is Mr. Arthur Ware, proprietor of the St. Lawrence Add Company, of Montreal.

This business was established in Montreal in 1898 by the present owner and grew with remarkable rapidity, until now the company has a capacity of no less than 25,000 running feet of regulation height (ten feet) especially built Bill Boards, many of which are galvanized iron, with the result of as good a service in the winter as in the summer. The Company also operates a bulletin paint department, a house-to-house distributing and sampling department, and a sign tacking department. The out-door advertising industry throughout Canada is now practically controlled by the Canadian Billposters and Distributers' Association, a very conservative body, as regards the class of publicity they promote, but at the same time one that uses nothing but up-to-date methods. This Association was organized mainly through Mr. Ware's endeavours. Besides the Montreal business Mr. Ware is part proprietor of the Quebec and Levis Add Company, of Quebec, and of the Valleyfield Billposting Co., of Valleyfield. He has besides resident agents in all other Canadian centres, and is prepared to do business from one end of the continent to the other. The Montreal office is at No. 8 St. James St.

Sincennes-McNaughton Line, Limited.

The Sincennes-McNaughton Line was established in 1849 by J. F. Sincennes and William McNaughton, for the purpose of meeting the tug and towing requirements of the Port of Montreal and the River St. Lawrence from the Gulf to the Great Lakes. It possesses a splendid fleet of sixteen of the most powerful and modern iron and steel tugs, and practically is the only important concern of its character on the St. Lawrence River. Sea going crafts of every description are handled by the company's fleet. The most tried and experienced officers man the company's boats, all having a thorough knowledge of the St. Lawrence River, and being practical pilots. There is a fixed price for work done, and contracts are in force between the company and all the leading shipping concerns, maritime institutions and leading companies owning vessels plying on Canadian waters. The company's tugs also handle crafts on the Chambly River to Lake Champlain. Authorized representatives are stationed all along the river at the principal points.



The Sea-going Steam Tug "Virginia," of the Sincennes-McNaughton Line.

The company has its tug building and repairing shops at Sorel, where the fleet also puts in for winter quarters. It is a matter of general knowledge in the world's maritime circles that no port has more efficient towing facilities than furnished by the Sincennes-McNaughton Line for Montreal. Mr. J. O. Gravel is the President of the company, and Mr. A. A. Larocque the Managing Director. The general offices of the company are at 73 Common street at the corner of Grey Nun street, Montreal, and the tug office is situated at Lock No. 1, foot of Lechine Canal, McGill St., in that city.

S. H. and A. S. Ewing.

The old established mercantile house of S. H. & A. S. Ewing was originally founded in 1845 in Montreal, by the late Mr. Samuel Ewing, who was one of the pioneers of the coffee and spice importers in the country. He established mills for the roasting, grinding and distributing of these imports throughout the Dominion.



S. H. and A. S. Ewing.

The firm of S. H. & A. S. Ewing is known throughout Canada, from Sydney to Vancouver, to the wholesale and retail grocery trade, as not only being the leading house in Montreal, distributing coffee and spices, in consumable form, but as a name which is the hall mark of all that is of super excellence in their special merchandise.

This firm imports its coffee direct from the various places of growth. Mocha from Aden, Java through Amsterdam, Maracaibo, Mexican, Santos, etc., from those countries. Its spices are principally bought in London (England) the central spice market of the world, from the same source from which it has purchased for the past fifty years.

To Users of Canvas.

The public is realizing more and more each year the benefit derived from outdoor life, but few realize the comforts that can be obtained from a practical camping outfit, combining lightness and strength. This particular branch has been the aim of the Merchants Awning Co., of 1477 Notre Dame Street, Montreal, for several years, and it may be said to-day that their goods have attained a degree the superiority of which cannot be surpassed.

The Manager of the camping department has himself lived under canvas for several months each year, and his camping experience is at the disposal of every patron of the establishment.

This firm extensively manufactures every description of canvas works, flags, oilskins, etc. The company also hire out tents for fetes, garden parties, encampments, or any open air function, no matter upon how large a scale. Fishing tackles and hammocks are also kept in stock in large varieties.

The Forsyth Granite and Marble Company, Limited.

The perfection which has been reached in the great cities of the world in marble and onyx work, has been quite equalled in Canada by the Forsyth Granite and Marble Company. It has executed contracts for most of the fine buildings which have been erected in the Dominion during the past decade, fully rivalling any work of its especial character. This is the only concern in Montreal which saws and finishes marble from the rough block. No better testimonial to the beautiful work executed by this Company can be offered than mentioning some of the exquisite pieces of work they have recently executed in



Forsyth Granite Company's Work in Grand Trunk Railway Offices.

the new banking chamber of the Bank of Montreal, which was partly this company's work, while they supplied and finished the whole of the splendid marble work in the re-construction of the old part of the Bank. Other contracts the Company have fulfilled in Montreal are the marble work for the new Sovereign Bank on St. James Street, the Montreal Stock Exchange, the Grand Trunk Railway Offices, the Liverpool and London and Globe Building, the New York Life Insurance Building; the Canada Life Building, the Bell Telephone Building, the London and Lancashire and the Royal Insurance Company's Buildings, the Merchants' Bank Building, and the C.P.R. Telegraph Building. The cities of Toronto, Ottawa, Hamilton and Sherbrooke also possess fine specimens of the work of the Forsyth Granite and Marble Company, and monuments made by this Company are to be found in all the cemeteries of the country.

Mr. Forsyth first introduced granolithic pavements in Montreal fifteen years ago, and the sidewalks laid by him are still in first-class condition.

The Company's offices and works are situated at 550 to 570 William Street, Montreal, with branch premises on Bleury Street for the sale of monuments. Mr. John Duthie is the Managing Director of the Company.

Armstrong and Dickson Manufacturing Company.

The foundation of the well known business of Armstrong and Dickson Manufacturing Company was laid by Mr. John Armstrong some years ago. Having guaged the public demand for high grade biscuits, chocolates and confectionery, Mr. Armstrong established the present plant at 144 Inspector Street, Montreal, up to date in every particular, and equipped with the best machinery and appliances for their manufacture. Later Mr. William A. Dickson, for many years connected with some of the leading concerns in the Montreal produce trade, joined the firm, and the business is now under his immediate supervision and management.

The Armstrong and Dickson Manufacturing Company has now obtained a wide reputation for the quality and delicious flavors of its biscuits, chocolates and confectionery, extending over the whole Dominion. The goods are "Made in Canada," and challenge competition with all imported goods. The business of the Armstrong and Dickson Company has increased with such rapid strides that it has been found necessary to look round for a suitable site within a reasonable radius from Montreal, to erect thereon a plant capable of manufacturing an output sufficient to meet the demands of the ever increasing circle of the company's patrons.

The long and extensive experience of Mr. Dickson in the wholesale grain, flour and butter trade of the Dominion has proven very valuable, and enables him to purchase and obtain these commodities in the purest state and best of qualities at advantageous rates. The very finest ingredients are used by the Armstrong and Dickson Manufacturing Company, and their increasing output demonstrates thoroughly the appreciation by the Canadian public of their manufactures.

The Dominion Wadding Company, Limited.

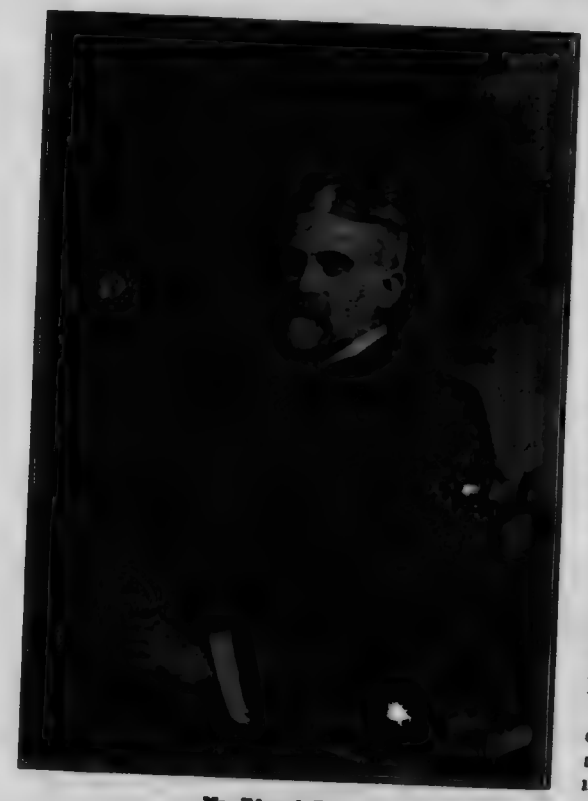
This company was established twenty odd years ago. They were first located at Sorel, P.Q., but, quickly realizing the broader field in Montreal, removed here after the second year.

They are extensively engaged in the manufacture of upholstery and furniture paddings, soft cotton wastes, and all grades of black and white cotton waddings and battings for the trade.

The most improved machinery is installed in their premises, and the most modern methods employed, a fact which has greatly reduced the cost of production, and consequently the selling price, in this market.

Mark Fisher, Sons and Company.

In connection with the Woollen business of Canada no work would be complete without mentioning the firm of Mark Fisher, Sons and Company. This important business was established by Mr. Edward Fisher, the present head of the firm, in 1866. It is



Mr. Edward Fisher.
of Mark Fisher, Sons & Co., and President Huddersfield, Eng., Chamber of Commerce.

the oldest, as well as the largest, Woollen house in the Dominion. The headquarters of the firm are at Huddersfield, England, where Mr. Fisher now resides. Huddersfield is the centre of the Woollen industry, and does the largest woollen business of any individual place in the world. Mr. Fisher, whose portrait is here given, is the President of the Huddersfield Chamber of Commerce, one of the leading and most active of those useful business associations in Great Britain.

In addition to every variety of woollens of both English and Canadian manufacture, there is no article belonging to the tailors' trimmings department which Mark Fisher, Sons and Company do not supply in quantity and quality equal to all demands, in up-to-date style, and at reasonable prices, compatible with the super-excellence of their quality.

The principal Canadian offices and warehouse of Mark Fisher, Sons and Company are at the corner of Craig Street and Victoria Square, Montreal; with branch houses at No. 84 Bay Street, Toronto, and 54 Albert Street, Winnipeg. In addition, the firm has sample rooms at Halifax, N.S., St. John, N.B., Ottawa and London, Ont. The facilities, therefore, for distribution of their goods throughout Canada enjoyed by the company are unexcelled.

Edmund Eaves.

The wholesale and manufacturing jewellery business of Edmund Eaves was established by him in 1880, and is at present under the joint management of his sons, John L. Eaves, Edmund Eaves, Jr., and Alfred Eaves. The factory is situated at 13 St. George street, Montreal, where some twenty hands are regularly employed, principally in the manufacture of rings and the setting of precious stones, in all the most recent and up-to-date designs. A special designer is also retained, so that patterns of jewellery can be produced to the order or fancy of the customer.

The commodious office and sales-rooms of the firm are in the Temple Building, 185 St. James Street, Montreal, and here can be inspected a very fine assortment of jewellery, clocks, watches, and silverware of chaste and ornate design and workmanship. Every requisite for the stocking and equipment of the retail jeweller, and gold and silversmith, is on view and procurable at this establishment.

The firm deal directly with the retail trade of the Dominion from coast to coast, having four representatives constantly on the road. They are also special distributors for Canada of Waltham watches, and Canadian agents for the Knickerbocker Silver Company, of New York.

The products of the Edmund Eaves factories bear a deservedly high reputation in all parts of the Dominion, and the flourishing business, under its able family management, ensures its steady growth and increasing prosperity.

McCaskill, Dougall and Company.

The manufacture of high-class varnish in Canada is a special industry in itself, and McCaskill, Dougall & Company are not only the pioneers, but practically the only firm in the Dominion, which makes railway, marine, carriage, and architectural high-grade varnishes, both for domestic use and export. They are renowned for their combination of durability and workability, and wherever exhibited they have gained medals and prizes, including first medal at the Colonial and Indian Exhibition, London, the gold medal at the Jamaica Exhibition, and many others.

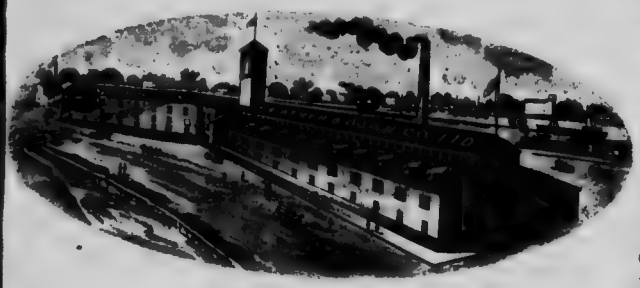
McCaskill, Dougall & Company have a branch office in Boston, Mass., at 161 Sumner Street. The head offices of the firm are at 30 St. John Street, Montreal.

The Ideal Bedding Company, Limited.

This company operates three well equipped factories in the three chief cities of the Dominion, Montreal, Toronto and Winnipeg.

The company is a consolidation of the Alaska Feather & Down Company of Montreal and Winnipeg, and the Toronto Bedding Company of Toronto.

The Montreal factory, situated on the canal bank in St. Henri, has a floor area of almost two acres devoted to the manufacture of mattresses, feathers, quilts



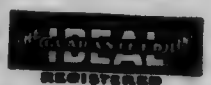
Montreal Factory.

and springs. Every department is equipped with the most modern machinery. The feather plant is one of the most complete in existence. Cotton felt mattresses are one of the specialties of this company, who have the exclusive Canadian right to make the celebrated "Ostermoor" felt mattresses.

The Toronto factory produces iron and brass beds, springs and mattresses. This factory is new throughout, and especially designed for this business, combining all the latest improvements for making perfect goods. The iron bed department is the acme of perfection, and has been planned to keep pace with the country's growth.

The Winnipeg factory is also new, and has been built, like everything else in Winnipeg, to take care of large business. The lines manufactured there are mattresses and springs, and the most modern machinery has been installed to make the best goods that money and skill can produce. A full line of every class of goods made by the different factories is carried at each point, and as these are the principal distributing centres of Canada, the convenience of quick and cheap deliveries will be a great benefit to the trade.

The company has copyrighted the accompanying unique trade mark, and aim to live up to the name.



The Managing Directors are Messrs. J. H. Sherrard, at Montreal; L. W. Manchee, at Toronto; and J. H. Parkhill, at Winnipeg.

Revillon Brothers, Limited.

One of the largest concerns doing business as fur dealers and general wholesalers in Canada are Revillon Brothers, whose headquarters are in Paris, France, where alone no less than 2,000 hands are employed in the manufacture of raw furs, etc. One of the principal departments of this great business is the dealing in, exporting and importing of raw and manufactured furs. The company owns its own posts, four in Hudson Bay, one in Ungava, one at North-West River, three on the St. Lawrence, one on St. John Lake, and five north of Prince Albert. The company have established in Edmonton, N.W.T., the largest general wholesale store in the Canadian West, and its traders collect furs for it all along the Athabasca, Peace and Mackenzie River regions. Another of the company's general stores is situated at Prince Albert. The furs purchased are sent to the company's branches in New York, London and Paris. The head offices for Canada are at 134 and 136 McGill Street, Montreal.

Revillon Brothers, Limited, are among the very largest and leading fur merchants in the world, the company having branches in Siberia, Russia, and other parts of the globe wherein rare and valuable furs are to be found. These furs are manufactured in the Company's own establishment, and it is the only firm in the world that handles furs from first to last.

Sadler and Haworth.

This firm of Tanners and Leather Belting Manufacturers are, in their particular line, one of the most important in the Dominion. The business, which was established in 1876, is owned by Mr. George W. Sadler, of Montreal, and Mr. George F. Haworth, of Toronto. The head office and salesrooms are located at the corner of William and Seigneurs streets, Montreal, and the firm's tannery is situated at Stanbridge, East, P.Q. This tannery has a capacity of 40,000 sides of leather annually, all of which are utilized by the firm in the manufacture of Belting and Lace Leather. The Toronto house is located at No. 9 Jordan street, and is in charge of Mr. Haworth. Selling agencies are located at Halifax, N.S., St. John, N.B., Winnipeg, Man., and Victoria, B.C. The firm manufactures Leather Belting in all grades and widths, and they have made some of the largest belts now in use on the Continent. They number among their customers a great many of the large cotton mills, electrical plants, saw mills, etc. Mr. Sadler, the senior partner, has long been prominently before the people as an alderman and a member of the Finance Committee. He is also a governor of the General and Western Hospitals and of the Protestant Hospital for the Insane.

W. H. C. Mussen and Company.

Those interested in either buying or selling railway supplies, mining supplies, or contractors' supplies in Canada naturally look to Montreal first. We say naturally because in Montreal are situated the head offices of the Canadian Pacific Railway Co., the Grand Trunk Railway System, the Grand Trunk Pacific Railway, the Great Northern Railway of Canada, and a number of smaller lines. A number of the largest mining industries in the country have their chief offices



Present Office.

here, and contractors from all over Canada and the United States flock to Montreal looking for work. For these reasons, and for many other reasons which might be cited, Montreal must be looked upon as Canadian head quarters for this class of business.

In June, 1901, the firm of W. H. C. Mussen & Co. was established, and at first occupied modest quarters on Craig Street, which were then deemed sufficient for wareroom and office. They rapidly outgrew these premises and the following year took over the adjoining building, thereby doubling their space and capacity. Last year, having outgrown even this increased space, they secured one of the most prominent offices in the city of Montreal in the Macdonald Block on the corner of St. James Street and Victoria Square, where their offices and showrooms are now located, which permits of the entire ten floors in their Craig Street warehouses being used for receiving, storing and handling their stock.

This firm has gone particularly into specialities of a class and kind bound to attract the attention of the up-to-date railroader, miner or contractor. These specialties include Concrete Mixers, Rock Crushers, Aerial Cableways and Tramways, Steam Shovels, Railroad Wrecking Cranes and Railroad Pile Drivers, Ball Bearing, Cone Bearing, and Ratchet Jacks, Electric Travelling Cranes and Locomotive Cranes, Hoisting Engines, Painting Machines, Contractors' and Wrecking Lights, and Diving Outfits.

The Smith Conical Concrete Mixers are so well known amongst contractors and those interested in concrete as to hardly require an introduction. They are used on the Grand Trunk Railway, Canadian Pacific Railway, Great Northern Railway and Canadian Northern Railway, and the foundations for all the grain elevators which have been erected in Montreal, Port Arthur and Fort William during the last three years have been put in with these machines, in addition to which the Harbour improvements at Quebec, Three Rivers, and Montreal are being made exclusively with the Smith Mixer.

The Austin Gyratory Crusher has won its way to the front in face of keen competition from the older makers, and is to-day holding an established position in the front rank of Gyratory Crushers. A floating concrete plant was constructed by the Montreal Harbour Commissioners for use around the harbour of Montreal, in the construction of which a No. 0 Austin Gyratory Crusher and a one yard Smith Concrete Mixer were used. This plant up to the end of 1904 has turned out something like 20,000 cubic yards of concrete.

The Bucyrus Company of South Milwaukee, manufacturers of Steam Shovels, Railroad Wrecking Cranes and Pile Drivers, who placed their agency in the hands of this young firm when they started business in 1901, have been so well satisfied with the results that they have now decided to manufacture in Canada, and have completed arrangements with this object in view.

The S. Flory Mfg. Co. of Bangor, Pa., one of the largest American firms manufacturing Hoisting Engines, Cableways and Tramways, have secured, through their agents Messrs. Mussen & Co., orders for several of the largest cableways which have been installed in Canada, notably a 1,760′ span across the St. Maurice River at Shawinigan Falls for the Belgo-Canadian Pulp and Paper Co., and one 1,600′ span and one 1,250′ span for the International Portland Cement Co., of Hull, Que. Messrs W. H. C. Mussen & Co., in addition to selling the plant usually purchased by the contractor, will undertake to draw up plans and specifications for its erection, and will contract to erect it and place it in running order. They solicit inquiries and will furnish catalogues and estimates to interested parties promptly on application.

Montreal Grain Elevating Company.

The Montreal Grain Elevating Company, Alexander MacDougall, Managing Director. Offices No. 7 Place Royale.

This company was organised in 1857, reorganized with increased capital in 1872, and again in 1898. The Montreal Grain Elevating Co. has had an important influence in the development of the grain trade



Montreal Grain Elevating Company's Elevators at work in Montreal Harbor.

of the Port of Montreal, and has added steadily to its plant to meet the increased requirements of the grain trade.

The present elevating plant of the company consists of seventeen floating elevators, with a united working capacity of over one hundred thousand bushels per hour, and gives employment to a very large number of men.

Of the large amount of grain received at the Port of Montreal annually amounting to many millions of bushels, the bulk is for export, and is handled by this company.

The records made by the elevators of the Montreal Grain Elevating Company at times when hours meant much to shippers and steamship companies, have been such as to indicate that the aim of the company is to assure quick dispatch to inland and ocean vessels delivering and receiving grain at the Port of Montreal.

The officers and directors are Messrs. A. T. Paterson, President; Alex. MacDougall, Robert Reford, Thomas A. Crane and Bartlett McLennan, all well-known in commercial circles in Montreal as keen business men of high ability and integrity.

Alexander W. Grant.

Mr. A. W. Grant, exporter of cheese and butter, holds the enviable position of being the largest individual trader between the new and the old continents in this particular line. He is a past president of the Montreal Butter and Cheese Association, and an ex-president of St. George's Society.

The Canada Paint Company, Limited.

In 1892 the Canada Paint Company, Limited, was incorporated, to carry on, in amalgamation, the paint manufacturing concerns of Alexander, Fergusson and Company, the William Johnson Company, of Montreal, and the A. G. Peuchen Company, of Toronto. This company, which is the largest and most important in its special industry in Canada, manufacture every kind of dry colors, colors, and paints in oil, decorators' semi-paste paints, opalite, a permanent and decorative water paint, white lead and zinc, wood fillers in paste and liquid form, marine paints in liquid and paste form, wagon and implement paints, stains for wood, varnishes, lacquers, gold paint, coach and carriage builders' varnish, and sundries of a kindred nature in infinite variety. The purity, brilliancy, and durability of the paints and colors manufactured by the Canada Paint Company have gained for them a deservedly high class reputation at home and abroad. Bridge and construction painting material is a specialty with the Canada Paint Company, who mine and manufacture their own paint from the first stages.

The main works and head offices of the company are at 572 Wililam Street, Montreal, the company also possess an extensive varnish factory in Leslie Street, Toronto, which is also used as an entrepot for the western trade, carrying an immense stock there for that purpose. Mr. S. F. McKinnon, of Toronto, is the President of the company, and Mr. Robert Munro, resident in Montreal, the Managing Director, the latter gentleman having been one of the principals in organizing and bringing this company to its present state of efficiency and undoubted prosperity.

W. J. Rafferty.

The largest bottler of ales and porter in Montreal, W. J. Rafferty has acquired a great reputation,



W. J. Rafferty.

for the splendid condition his goods always possess. He is the authorized bottler for Dow's Brewery. His extensive establishment is at 33, 35 and 37 Vallee street, Montreal.

Drummond, McCall and Company.

As an argument in favour of the up-building of Canadian industrial life, and of what may be achieved in the Dominion by a combination of brains, perseverance and an abiding confidence in the resources of the country, nothing could be more pertinent than a brief chapter regarding the firm of Drummond, McCall & Company, their interests and their ambitions. Years ago the members of this firm of iron and steel manufacturers and merchants, Messrs. George E. Drummond, Thomas J. Drummond, and James T. McCall, nailed the ensigns "Made in Canada" to the mast-head of their business enterprises and have since that day fought it out on these lines.

The firm, which was originally established in 1881 by the present owners, then very young men, was engaged in the importation of iron and steel, either in the pig or in manufactured products, from Great Britain and the Continent. Ever before them, however was the fact that Canada was able to supply her own people if but a chance was given her. Working out on these lines produced the Canada Iron Furnace Company, Ltd., at Midland, Ont., the furnaces at Radnor Forges, and the Montreal Pipe Foundry Company Ltd., with its foundries at Three Rivers, Que., and Londonderry, N.S. Then, some two years ago, the plant of the Londonderry Iron Company, which had practically been silent for some years, was acquired by the firm, who interested other capitalists in the works. The property, under the name of the Londonderry Iron and Mining Company, Ltd., has since been rebuilt and made a working proposition. One of the chief aims of Messrs. Drummond, McCall and Company has been the utilization of Canadian ore, and they have been able to prove beyond a question of doubt at the plant of the Canada Iron Furnace Company, Ltd., and at other of their works that the iron ore of the Dominion is capable of being satisfactorily handled. In addition to the plants either owned or controlled by this firm, they have valuable water powers and areas of ore bearing lands in the Province of Quebec, while in Ontario, at Midland, they have aside from their works valuable water frontages, docks, etc. And again the property acquired with the works of the Londonderry Iron Company in Nova Scotia is rich in iron ore, and the mines are now being developed on scientific lines.

When it was found necessary to re-organize the immense iron and steel works at Sault Ste. Marie, which had become financially embarrassed, owing to there being insufficient funds to bring the works to completion and provide running capital, the firm of Drummond, McCall and Company took an active part, and Mr. Thomas J. Drummond represented the Canadian interests at the various meetings held for the purpose of re-organization. When finally this work was complete, and the new management installed, it was announced that Mr. T. J. Drummond had become vice-president of the company, and at the same time it was arranged that the firm of Drummond, McCall and Company should remain the general selling agents of this giant industry.

The interest of the individual members of the firm in matters of general industrial activity is by no means passive. In September, 1903, Mr. George E. Drummond, the senior partner, was elected to the Presidency of the Canadian Manufacturers' Association, which body represents in Canadian Manufacturing upward of $400,000,000 of invested capital. During Mr. Drummond's term of office the condition of manufacturing in the Dominion was materially bettered, mainly through the active work of the Canadian Manufacturers' Association. Mr. Drummond was also President of the Montreal Board of Trade, entering that office during the winter of 1903, thus he was the chief executive officer of two of Canada's largest and most influential bodies of business men in a single year, an honour which has not been shared by any other man in the Dominion.

The offices of the firm of Drummond, McCall and Company occupy the major portion of an entire floor of the Canada Life Building, corner of St. Peter and St. James Streets, Montreal. Branch offices have also been established at Toronto and at Londonderry, N.S. The individual members of the firm are looked upon as authorities in the iron and steel trade, and Mr. George E. Drummond's pronouncement of existing conditions in the manufacturing industries of Canada, together with what was required to continue the general development, as outlined in his annual address to the members of the Canadian Manufacturers' Association, was widely quoted, not only in Canada, but in Great Britain and in the United States.

Salada Ceylon Tea.

The idea of delivering tea to the public in sealed lead packets, as is done in England, thereby retaining all the good qualities of the tea, originated in this con-



P. C. Larkin.

tinent with Mr. P. C. Larkin. He put this plan into execution some fourteen years ago, in the face of the notion of many in the wholesale grocery trade, which was almost universally of opinion that a package tea could not be made successful in America. He commenced packing the famous SALADA CEYLON tea, and the great success of his system may be imagined, when Mr. Larkin's business concern sells now at the rate of 13,000,000 packets per annum.

The Salada Tea Company have branches in all the principal cities of Canada and the United States.

Bovril, Limited.

The name Bovril has a signal interest to Canadians, and to Montrealers particularly, inasmuch as the organizer of the company was the late Mr. J. Lawson Johnson, who was a resident of that city, and it was here in Canada that he originated the first of his fluid beef successes.

Back in the "seventies" Mr. Johnston began the manufacture of Johnston's Fluid Beef in this country. Some years later he returned to England and there inaugurated the business, which, within a short time became known the world over as "Bovril, Limited." Modest quarters were acquired in the City of London at No. 10 Trinity square, but these satisfied the requirements of the enterprise for a short time only, and a move was then made to No. 30 Farringdon street. Finally these premises proving too contracted, the company erected magnificent quarters in Old street, where the concern is now installed. The success of the company from the first has been one of the wonders of the British Capital, and to-day "Bovril" stands at the head of the "Fluid Beef" manufacturing enterprises of the world.

In addition to the manufacture of "Bovril," the company makes all sorts of concentrated foods for the Army and Navy, Arctic expeditions, etc.

"Bovril," Limited, have originated much curious, quaint and especially attractive advertising matter, and are among the most lavish and extensive advertisers in all parts of the world.

Lucas and Sims Restaurant.

Situated on Place d'Armes Hill, within view of Notre Dame and the famous Place d'Armes square, in the heart of the financial section of the city, the restaurant of LUCAS & SIMS ranks as a leader among the high class resorts of Montreal. It is frequented by bankers, merchants and prominent men of affairs, and by eminent visitors to the city.

The cuisine is always of the most rechèrche character, the charges are the most reasonable, compatible with the serving of the dainties and luxuries, of which every variety in season is always listed on the menu of LUCAS & SIMS.

They, as caterers of many years' experience, ransack the Canadian and foreign markets for supplies of the



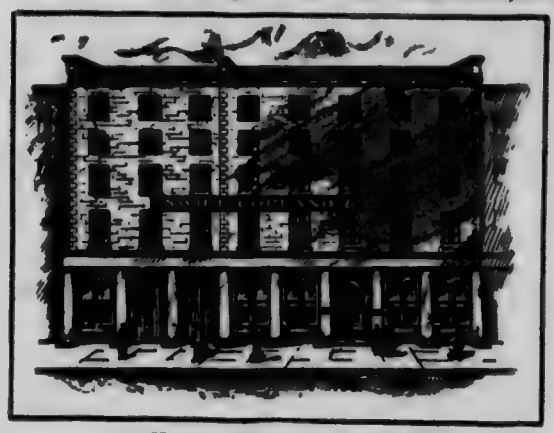
Lucas and Sims' Café, Montreal.

highest class, wherewith to gratify the varied tastes of their numerous clientèle.

The wine list includes the choicest of the world's vintages.

Swift, Copland and Company.

The firm of Swift, Copland & Company was established in 1900 by W. A. M. Swift and J. P. Copland, who have since been joined in partnership by J. J. Louson. This is one of the most progressive firms in the wholesale hat, cap and fur trade in Montreal, and



Montreal Offices and Warerooms.

an extensive business is being done in manufactured furs in staple lines, such as coats, jackets, collars, muffs and caps, and hats and caps of every description are extensively dealt in, bearing a great reputation for style, shape, quality and material. The business has rapidly increased, and extends to every part of the Dominion.

The commodious offices and warerooms of Messrs. Swift, Copland & Company occupy from No. 517 to 525 St. Paul street, Montreal.

Lewis Bros. and Co.

Established in 1887, the firm of Lewis Bros. & Co., of Montreal, has developed into one of the largest wholesale hardware firms in Canada, all kinds of shelf and heavy hardware, sporting goods, guns, ammunition, plumbers' and steam-fitters' supplies, paints, oils, and window-glass, all purchased in the best markets, are handled by this firm. The main offices and warerooms are at present located at 26, 28 and 30 Sulpice Street, Montreal, while sample-rooms are established in Quebec, Ottawa, Toronto, Calgary and Vancouver.

The firm are erecting a handsome and extensive new warehouse, offices and showrooms on Bleury Street, running through to Hermine Street. The buildings cover 20,000 ft. of ground space, six stories, with a basement and an annex in the rear 112 x 68 ft. The new warehouse will be completed with every up-to-date convenience suitable for the hardware trade, three goods elevators and one passenger elevator, and the building is a decided acquisition to the city of Montreal, in addition to placing this firm in a position to handle their ever increasing volume of business.

The concern is exclusively of a wholesale character, confining their sales entirely to the retail trade. Twenty-two travelling salesmen are employed covering the Dominion from coast to coast. Mr. F. O. Lewis and Mr. James G. Lewis constitute the present firm. Messrs. Lewis Bros & Co.'s cable addresses are, A.B.C. "Lewisbros," Liebers "Broslow," Commercial "Orrlow."

Robert Dalglish and Co.

It is upwards of thirty years since the extensive business of Robert Dalglish & Company was established in Montreal, and the reputation of the firm stands second to none in the wine trade of the Dominion. This firm act as sole agents for Coates & Co., of Plymouth, England, the distillers and proprietors of the "Original" Plymouth gin, which has a world wide reputation. This mellow spirit is the purest liquor on the market, being double distilled, thus eradicating all traces of fusel oil, rendering Coates' "Original" Plymouth gin a safe stimulant, combined with all the soft and palatable properties of a pleasant beverage. Robert Dalgish & Company are also sole agents and distributors for Canada for the following well-known firms:—Louis Roederer, champagnes; James Hawker & Co., sloe gin liqueur; Gonzalez, Byass & Co., Ltd., sherries; Taylor, Fladgate and Yeatman, ports; Thom and Cameron, Limited, whiskies; Cameron & Saunders, bottlers of Bass and Guinness; Hill, Thomson & Co., Scotch whiskies; Jewsbury & Brown, aerated waters; P. Loopuyt & Co., Holland gin, and numerous other leading wine growers and producers throughout Europe.

The proprietor of the business of Robert Dalgish & Co. is Mr. Frank Brown. The offices and sample rooms are at York Chambers, 89 St. Francois Xavier street, Montreal.

The John McDougall Caledonian Iron Works, Limited.

Established upwards of half a century ago by the late John McDougall, one of the oldest and yet the best equipped foundry industries in Canada is that of the John McDougall Caledonian Iron Works, Limited. Castings of all kinds, boilers, hydraulic machinery, Worthington pumps, of the highest calibre, are manufactured, and the reputation which this company for so many years has enjoyed, for the quality of its output, has been fully maintained. The business is one of the largest, and its plant one of the most up-to-date and perfect in the Dominion.

Mr. Edgar McDougall is the Managing Director. The works and offices are situated at 512 William Street, Montreal.

The eyes of United States capitalists are turned towards Canada. The eyes of the labouring men and mechanics are directed in this direction also, and in the next five years will see an astonishing exodus of both capital and labour from the republic to the south into this country.

Canada's Government holds out every inducement to the prospective settler, and is ready at all times to lend every aid within its power.

The J. C. McLaren Belting Company.

For upwards of fifty years this company has been supplying a large portion of the belting which has been driving along the machinery of the Dominion's industrial world. It was back in 1856 that the late J. C. McLaren, father of the present chief proprietor and manager of the business, inaugurated the industry which has, in later years, grown to large proportions. At the time of the establishment of the business the manufacturing field of Canada was small indeed as compared with the present, but with the natural growth of the enterprises, which are to be seen on all sides, came the increased demand for belting, and with it grew the J. C. McLaren Belting Company.

At the factory, situated at Nos. 292 and 294 St. James street, are turned out each year thousands upon thousands of belts great and small. Many of these are noteworthy; for instance, the enormous belts which are utilized by the Montreal Street Railway at its central power house, are the product of the J. C. McLaren Belting Company. Here are three 54" three ply belts of the best quality of oak tanned leather, and twelve 24" doubles, each averaging 180 feet in length. This is only one of numerous orders which have been filled for belting of extraordinary size and strength.

The natural growth of the manufacturing business of Canada, the spreading out of the Dominion's industries, has created a demand for machinery and belting in portions of the Dominion, which, up to a comparative short time ago, was virtually a wilderness. The J. C. McLaren Belting Company ever to the fore, have, in order to supply this demand, opened up agencies in Winnipeg and Vancouver, while the Ontario trade, both east and west, is supplied from a large stock always carried at No. 50 Colborne street, Toronto.

A specialty of the firm is the manufacture of card clothing, largely used in the woollen mills of Canada. They also carry a large line of leather specialties, some of which are manufactured, while others are imported.

Mr. D. W. McLaren, the only son of the late J. C. McLaren, founder of the business, is President and Manager, which position he has occupied for nearly a quarter of a century.

The general office and show rooms are also located at Nos. 292 and 294 St. James street.



M. P. Cochrane.

Shipping and general agent, representing Messrs. Green, Holland and Sons, London; Cochrane and Sons, shipbuilders, Selby, England, and other British firms.

Board of Trade Building, Montreal.

Meakins, Sons and Co.

This firm is engaged in the manufacture of brushes, brooms and woodenware, which industries go hand in hand, and all are manufactured and dealt in by the same firms. Meakins, Sons, and Company's factories and warerooms are in Montreal, Hamilton and Toronto, and are well equipped with all the latest machinery.

In brushes, Canada manufactures about 80 per cent. of all she consumes, with the exception of toilet brushes and artists brushes, these being imported. In corn brooms, Canada manufactures all she consumes, and export quite a large quantity in competition with the United States, shipping both to Great Britain and the West Indies.

The volume of trade done in the domestic woodenware business is very large, and Canada is already going beyond her own limits in search of larger markets for her wares in this line, in competition with the United States.

While much is being said about the great Canadian West, there is also a great Canadian East not to be overlooked. It will be the part of the East to not only provide for herself, but for the West as well. Montreal and Toronto will be to Winnipeg and Vancouver as New York and Philadelphia are to Chicago and San Francisco. In the East must be found the means, and in the West the end. The development, however great, in the West, can but strengthen the East.

The Viavi System of Treatment.

The principle upon which this System of Treatment cures is that, while securing physical strength and vitality, Nature is assisted, not forced. By strengthening the nervous system and by filling the blood with nourishing elements, a normal circulation is gradually established, impurities are eliminated and nutriment is carried to all parts of the body.

For the overcoming of inflammatory conditions and nervous troubles, with their attendant symptoms, this natural Treatment has been rightly called "*the most important addition the century has made to the science of cure.*" Its action being both local and constitutional, if used sufficiently long, it is the best known means of avoiding operations.

As the result of its unparalleled success, distributing offices are situated in all important cities of the world. Books and further information forwarded on application to the Montreal branch of the Viavi Co., 97 Drummond Street, Montreal, Que.

Genin, Trudeau and Co.

The firm of Genin, Trudeau and Company, of 1670 Notre Dame Street, Montreal, was founded in 1889 by J. de Siyes and J. R. Genin. In 1895, Mr. J. A. Trudeau was admitted a partner in the concern. Genin, Trudeau and Company carry on a large business as wholesale tobacconists and dealers in pipes, cigars, and smokers' sundries, religious articles, prayer beads, &c. The firm imports goods from France, England, Scotland, Ireland, Austria, Germany, Palestine, Cuba, Egypt and the United States, and employ an average number of 32 hands.

In addition Genin, Trudeau and Company are the sole agents and representatives in Canada of Kapp and Peterson, Limited, Dublin, Ireland, manufacturers of the well known "Peterson's Patent Pipe." They also are the sole Canadian representatives of D. Dandiso-Retournet, of Paris, manufacturers of religious goods, well known throughout Canada as the most important firm engaged in this particular line.

The firm are also sole agents for the Dominion for La Compagnie Generale Trans-Atlantique (French line mail steamships) between New York, Havre and Paris.

John McLeod.

As official weigher for the members of the Montreal Produce Merchants' Association, it is well within the fact to state that through Mr. McLeod's hands there goes annually more dairy produce than comes under the eye of any one man on the continent. The post of official weigher, one of no small responsibility, has been Mr. McLeod's for a great many years, and he enjoys the utmost confidence of the cheese and butter exporters of Montreal. His office is located at No. 30 William Street, Montreal.

The Toilet Laundry Company, Limited.

The cleanest, brightest and most sanitary laundry premises in Montreal are owned by this company, conveniently and centrally situated at 390 Guy street. The company deals directly with its own customers,



The Toilet Laundry.

and has no agencies. It thus is enabled to cut out the profits of the middle men, supplying the best laundried work at the lowest prices, saving patrons from 25 to 30 per cent. on the list. Eleven teams collect and distribute the laundry from all parts of the city. The company also has a special towel supply department, and a separate valet department; here gentlemen's clothes are pressed, cleaned, repaired and delivered at a moderate monthly charge. The Toilet Laundry building is the only public laundry in the city protected from fire by an automatic sprinkler equipment. Mr J. D. Miller is the President and Managing Director.

J. and W. Duncan.

This well-known firm of wholesale lumber merchants and manufacturers was established in 1898. The partners in the concern are James and William Duncan. The business was first located at Three Rivers, P.Q., but owing to the rapid development and increase the headquarters were subsequently moved to Montreal. The firm does a large export trade with the United States, the annual average out-put being 10,000,000 feet.

J. and W. Duncan manufacture lumber to order and ship in large and small quantities. They handle good and common spruce, birch timber and lumber. The offices of the firm are situated at 97 St. James Street, Montreal, to which address all orders and communications should be sent.

Customers of J. and W. Duncan can always rely upon their executing all orders with promptitude and despatch.

The Cook and Bros. Lumber Co. of Ontario, Limited.

Upwards of sixty years ago this pioneer lumber concern was established by J. W. Cook, George J. Cook and J. L. Cook, under the name of Cook and Brothers, with head offices in Quebec. In 1889 the present company was formed with the late Mr. George J. Cook, as President, which position he occupied until his lamented death in August, 1902. The officers of the present company are:—George W. Cook, Montreal, President (whose father, the late J. W. Cook, of Morrisburg, Ont., was senior member of the original firm), Dr. Geo. E. Cook, 1st Vice-President, and Hon. J. P. B. Casgrain, 2nd Vice-President. The company's head office is in Toronto in the Manning Arcade, the Montreal office in the Coristine Building, while the extensive saw-mills are at Spragge, Ontario. The company gives employment in summer to 250 to 300 hands, and in winter to some 600 or 700 hands. The Spragge Mills are situated on the Soo branch of the Canadian Pacific Railway, the annual output of red and white pine lumber and lath being from 25 to 30 million feet. The capital of the company is $1,200,000, the value of the manufactures about $500,000 to $600,000, and the value of the goods exported to the United States about $400,000 to $500,000.



Mills of the Cook and Bros. Lumber Company, Limited.

F. W. Lamplough and Company.

This business of wholesale hardware and cutlery dealers was established by Mr. F. W. Lamplough, and first occupied quarters in the Temple Building. The business soon outgrew these premises, however, and a removal was made to No. 51 St. Sulpice Street. Finally the firm took the present quarters at No. 9 Debresoles Street. F. W. Lamplough & Company are large dealers in hardware and cutlery of British and Continental manufacture, representing some of the well known foreign houses of Great Britain, Germany, Austria and the Continent generally. The firm does a large and lucrative trade.

The Tourville Lumber Mills Co.

This company is one of the most important lumber concerns in the Province of Quebec. Its head offices are in the Imperial Building, Montreal, while its saw and pulp mills are situated at Louiseville and Pierreville, P.Q. At the Pierreville Mills, wood is prepared for the manufacture of pulp, lath is manufactured at both mills, and large quantities of shingles are made at Pierreville. The principal lumber used is spruce, pine, birch, and ash. The company export largely to England and the United States, the latter country taking the larger proportion of the output of laths, scantlings and hingeboards. In the local markets of Montreal and the principal cities in Quebec there is also a great demand for the products of the Tourville Lumber Mills Company. The officers of the company are Mr. Rod Tourville, President; Mr. N. Gill, Vice-President; Mr. Art. Tourville, Secretary-Treasurer, and Ed. Ouellette, Manager.

Leon Gagne, Junior.

With offices at No. 507 Merchants' Bank Building, Mr. Leon Gagne, Jr., is one of the most enterprising of the younger generation of lumber merchants in Canada. He deals entirely in cut lumber, chiefly pine, spruce and hardwood, with the large mills all over Canada, having an expert travelling representative visiting all the principal saw mills, enabling him to ship any quantity of lumber of the desired quality, direct thereform, to any part of the United States and Canada. His promptitude and energy are developing an ever increasing business for Mr. Gagne.

Does the young man desire to be useful as well as prosperous? Where can he turn with better promise of success, than tiwards the West, New Ontario or New Quebec, where new communities are in process of building—new towns, counties, and Provinces, calling for men of ability and character to fill leading positions?

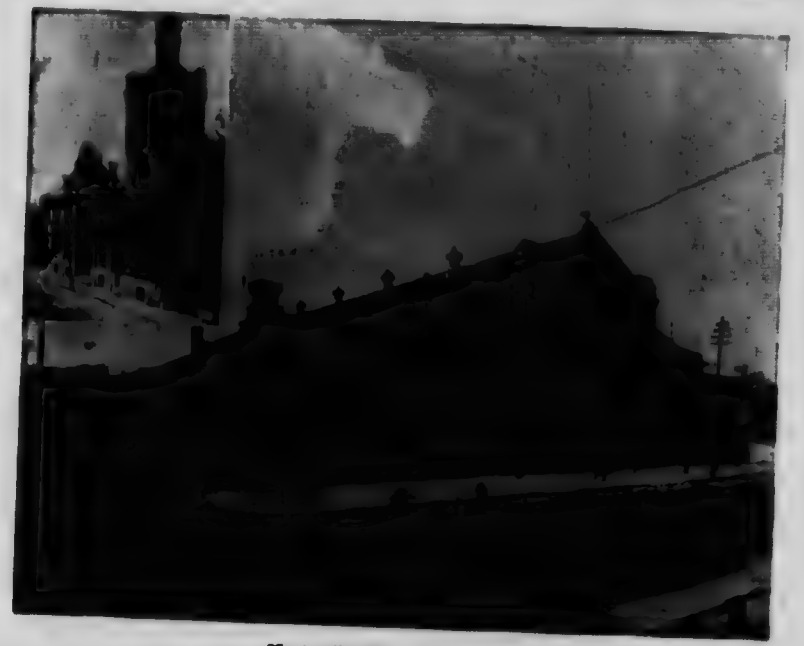
The Danville Lumber Company.

The Danville Lumber Company operate as pulp wood and general merchants upon an extensive scale throughout the Dominion, purchasing a large proportion of the output of the principal lumber mills in the Province of Quebec. The company is under the experienced and able direction of Mr. Joseph Godbout, and he superintends the conduct of the entire business. The company own very extensive lumber limits in Quebec Province, covering upwards of 4,000 acres, situated at Stoke, St. George, and other places. The principal lumber handled is pulp wood, spruce pine and hardwood, but every kind of lumber is dealt with. Purchasing representatives of the Danville Lumber company travelling all along the lines throughout the lumber districts are selected by Mr. Godbout from among the most experienced judges of all kinds of raw and manufactured woods, consequently orders for every variety and to any extent can be filled, and delivered to the agents of any concern in Canada or the United States at the wharf in either Quebec or Montreal.

The principal offices of the Danville Lumber Company are at No. 537 Board of Trade Building, Montreal.

John M. Power.

A most prominent and honorable name in the lumber business of Canada is that of Power. The subject of this article, Mr. John M. Power, wholesale lumber dealer, has his headquarters at No. 309 Commissioners Street, Montreal. Mr. Power has built up a most profitable trade, and is taking a very influential position in the front ranks of lumber dealers. His business runs somewhat to the specialties of ship linings and cattle fitting supplies, and as cattle is one of the chief outputs of the port of Montreal throughout the shipping season, the demand for these goods is very large. Mr. Power also enjoys a large business as a dealer in pine, spruce, hemlock, basswood and dimension timber. He makes rather a specialty of spruce. In stock he always has large quantities of all qualities and dimensions, and is prepared at all times to quote satisfactory prices in any amount or any quality and size. The business was established in 1901, and since that time Mr. Power has made a specialty of manufacturing spruce, to meet the demands of the different trades, and we take pleasure in saying that while the lumber interests of Canada are immense, and are rapidly increasing and being brought down to the modern business methods that in the earlier days did not prevail, that Mr. Power is alive to the demands and eager to meet buyers and to face any legitimate competition.



Montreal's Military Centres.

Victoria Rifles' Armory. Government Drill Hall.

T. B. Bethell and Company.

This firm of elastic web manufacturers was established at Foleshill, Coventry, England, a quarter of a century ago, and is to-day the largest factory of the kind in that section. The output amounts to 20,000 yards of webbing per week, which is sold all over the civilized world. The factory gives employment to 130 hands, and the machinery is of the most improved character, the looms being particularly well fitted, thus ensuring the perfection of work in producing the web. The firm, at the head of which is Mr. T. B. Bethell, are the sole manufacturers of the satin and twill non-slipping "Spider Webs," which has made such a reputation for itself among boot and shoe manufacturers the world over. These webs are guaranteed for two years o fhard service, which means that they will out wear any pair of boots they are put into. A most complex variety of webs are manufactured by the firm, ranging from two to eight inches in width, in cotton, wool, satin and silk, suitable for boots and shoes, corsets and ladies' belts. The Montreal agents are Messrs. Walter Williams & Co., No. 301 St. James Street, and the sale of these celebrated webs to the manufacturing trade of the Dominion is large and is ever on the increase.

Kingsbury Footwear Company.

These manufacturers of ladies' high grade boots and shoes are located at No. 679 La Salle Avenue, Montreal. The firm is made up of E. H. Lanthier, Nap. Dufresne and Raoul Lanthier, all practical men, who give the business their personal supervision. The business, which was established in 1898, developed rapidly, additional capital being placed in it by E. H. Lanthier, who entered the firm at that time. The company employs some 265 hands, and the annual output amounts to about $400,000, while $100,000 is invested in the business. The special brand made by this house is known as the "Kingsbury Quality," and these boots and shoes have a wide sale throughout the Dominion.

American Dressing Company.

No better testimonial to the merits of the Leather Dressings and Blackings manufactured by the American Dressing Company, of Montreal and Toronto, could be put forward than the fact that they won the gold medal at the Paris Exposition of 1900, and several prizes and diplomas at other exhibitions. Every description of leather dressing is manufactured. A vast trade has been developed throughout the Dominion.

The sole proprietor and manager now is Mr. A. M. Wovenden, the business having been established upwards of twenty years, being the oldest shoe dressing manufacturing concern in the country. The manufactory and offices are at 236-238 St. Paul Street, Montreal, with a branch at Toronto, T. W. Knight, agent.

The Royal Shoe Company.

The large and well appointed factory of the Royal Shoe Company is located at the corner of Ernest and Desjardins Streets, Montreal. The business, which has developed into an important one, was established in 1884 by Mr. J. Michaud, and has lately been formed into a joint stock company. Mr. Ralph Locke is President; Mr. Alfred Lambert, Secretary; Mr. C. Dufresne, Treasurer; Mr. O. Vinette, Manager; Mr. Thos. Dufresne and Mr. T. Michaud, Directors.

Boots and shoes to the value of $300,000 are manufactured annually. The capital employed in the business amounts to $75,000, and the factory gives employment to two hundred and fifty hands.

The Empire Shoe Company.

The Empire Shoe Company of 220 St. Paul Street, Montreal, was established in 1900 by Edward Mansfield and Arthur N. Tessier. Since the death of the former in 1902, Mr. Tessier has been sole proprietor



Arthur N. Tessier.

and manager. The Company's principal makes of shoe are the "Empire Brand" for fine McKay sewed goods, the "Empire" quality for Goodyear welts, and the "Empire" special for heavy shoes. The company distributes principally throughout Quebec and Ontario.

C. Galibert and Son.

This firm, accounted one of the most prominent amongst the tanning industry of the Dominion, was established in 1863 by Calixte Galibert; at his death his son, Emile Galibert, who for a number of years had been his partner, continued the business under the same heading. The tannery, which is situated at No. 929 St. Catherine Street, makes a specialty of calf skin leathers well-known amongst the Canadian boot and shoe manufacturers. Th[illegible] leathers were awarded a gold medal at the Paris [illegible]al Exhibition of 1900.

The Canada Horse Nail Company

is the oldest, largest and only manufacturing firm in Canada making horse shoe nails exclusively. Established in 1865 and incorporated in 1901 with an authorized capital of $100,000.

The product of this company is the best that can be made, and finds an outlet throughout Canada from the Atlantic to the Pacific, and occasional shipments have also been made for several years to South America and New Zealand.

Their registered trade mark is the letter "C," which has always been accepted in Canada as the symbol for the highest grade of horse nails made or sold in the Dominion. The material exclusively used being a special quality charcoal steel made in Sweden for their requirement, to which should be added the special hot-forged and other mechanical processes peculiar to this company.

Mr .William Smaill, Managing Director and Secretary-Treasurer, has been identified with this company since 1894, and with the hardware and metal trade in Montreal since 1861.

J. Benjamin Dagenais.

The warerooms and offices of J. Benjamin Dagenais are at 951 and 953 St. James Street, at the corner of Richmond Street, Montreal. In addition to an extensive business in contracting for general building operations, Mr. Dagenais makes a specialty of dealing in and placing artistic embossed steel ceilings and interior wall coverings of all kinds of metal.

He is agent for the Metal Shingle and Siding Co., of Preston, Ont., and the Penn Metal Ceiling and Roofing Company of Philadelphia, and the Interior Hardwood Company of Indianapolis, makers of hardwood carpets, parquet floors, borders, etc. Some of the principal churches, finest stores, and public buildings in Montreal and throughout the provinces of Quebec and New Brunswick, have been artistically adorned by Mr. Dagenais. He invites correspondence.

R. C. Jamieson and Co., Limited.

This company, makers of fine varnishes and paints, was incorporated in 1903, taking over the old established business of R. C. Jamieson and Co. and the Baylis Manufacturing Co. The Jamieson firm was established in 1858, while the Baylis Manufacturing Co. was originated back in 1880, and was run as a separate institution until taken over by the present company. The factories, which are large and well equipped, are situated at Nos. 23 to 31 St. Thomas Street and Nos. 16 to 28 Nazareth Street, Montreal, while the office is at No. 26 Nazareth Street. The Company of which Mr. R. C. Jamieson* is the President, manufacture a full line of Varnishes, Japans, Fillers, Enamels, Paints, etc., which have a large sale throughout the Dominion.

* Mr. R. C. Jamieson's lamented death has occurred since the above was written.

P. E. Bourassa and Son.

This firm of furniture and mantel manufacturers has its headquarters at Nos. 1442 and 1444 Notre Dame Street, Montreal. The business was established in 1892 by the present proprietors, Messrs. Pierre Etienne Bourassa and Seraphin Bourassa, father and son.

The firm was originally located on Craig Street, but the demands of the growing business made larger quarters a necessity, and a move was made to Demontigny Street. In time, however, the firm were able to secure even more desirable quarters, and they then moved to their present location. A specialty is made of the manufacture of mantels, office, store and bank fixtures. The annual output of the Montreal works amounts to about fifty thousand dollars per year, and besides this the firm imports quite largely, from both England and the United States. They also export some of their specialties to the United States. That the industry is a thriving one is shown by the fact that the firm employs no less than forty hands at the works on Notre Dame Street, and the business is constantly on the increase. The work turned out is of a high order, and the firm is constantly receiving contracts for fixtures and mantels from the best known business houses in the city.

The Diamond Flint Glass Company, Limited.

Established in 1880 in Montreal by William and David Yuile, the Diamond Flint Glass Company's works and business have grown to be the largest of their kind in Canada, and it has been found necessary to establish branches in Toronto and Winnipeg. The company manufacture all kinds of bottles, table ware, lamp chimneys, fruit jars, etc. About 1,500 hands are regularly employed.

The paid up capital of the Company is $1,400,000. The directors and officers of the company are David Yuile, President; Frank Ross, of Quebec, Vice-President; David Williamson, G. W Grier, D. G. Wardrobe, of Montreal; John Watt, of Toronto; and F. W. Ross, of Quebec, Directors. A. M. McGregor is the Secretary-Treasurer.

Lockerby and McComb.

This firm manufacture tarred felt, building papers, coal tar and pitch, carpet, felt, and cold storage lining, which is supplied to all the principal cold storage buildings in Canada, as well as the Government dairy buildings throughout the Dominion. The principal specialties manufactured are the "Shield Brand" ready roofing, and the "Dominion" brand of tarred felt. Messrs. D. W. Lockerby and J. H. McComb constitute the firm. The offices and factory are at 65 Shannon Street, Montreal.



George E. Drummond, Esq.

Ex-President of the Montreal Board of Trade; Ex-President of the Canadian Manufacturers' Association; and Senior Partner in the firm of Messrs. Drummond, McCall and Co., of Montreal, the leading iron manufacturers and dealers of Canada.

Robert Crooks and Company.

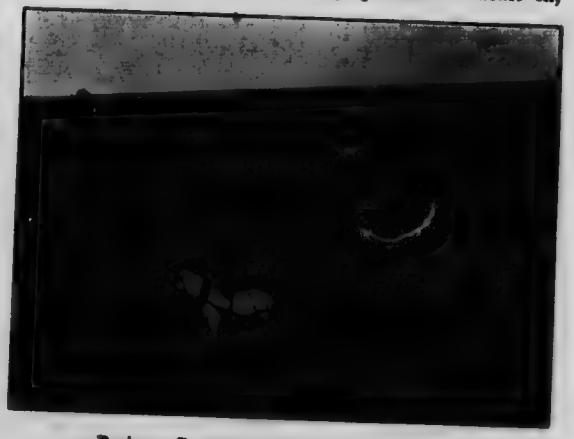
This firm of general importing and exporting merchants opened business in Liverpool nearly three-quarters of a century ago, the head offices still remaining in that city, though the business extends practically over all the civilized world. The firm is represented by branches in London, England; New York City, Chicago, Cape Town, Port Elizabeth, Durban, Johannesburg and Montreal. The firm is unique in the fact that it has at one time or another bought and sold nearly every imaginable commodity; there being practically nothing grown or manufactured that has not, at some time been dealt in by it. As may be readily imagined, its world wide connection gives it many advantages which are not possessed by the average firm, and in this fact lies the secret of a great deal of the success which has uniformly followed the firm since the inception of the business. The Montreal branch is located in the Montreal Board of Trade Building, the Montreal Manager being Mr. Robert Anderson, who has had a life long experience in the business. A specialty of the firm so far as the local market is concerned has been sugars, which are brought in large quantities from the British West Indies, Mr. Anderson having quite recently made a special trip to this portion of the world in order to perfect arrangements for the trade. While in the West Indies Mr. Anderson also saw to the probable market there for Canadian goods, for the firm of Robert Crooks & Company believe in a reciprocal trade which gives as well as takes. The firm is composed of Mr. J. Kirke Crooks, son of the founder of the house, and Mr. George Booth, who has been connected with the firm for forty-six years. Both partners reside in Liverpool. Mr. R. Fleming Crooks, second son of the founder of the house was, up to a few years ago, resident partner in New York City. He has now, however, retired from the business, having accumulated an independent fortune. As business is said to be the forerunner of civilization, so the firm of Robert Crooks & Company might be reckoned among the instigators of inter-Imperial trade, binding the different portions of the British Empire together with bonds of business which outlast and have more strength than those of steel.

The Bagley and Wright Manufacturing Company.

Cotton spinning and the manufacture of cotton goods is the business of this corporation at their mills, which are located at Oldham, England. The Canadian branch of the company is at No. 318 St. James Street, where it occupies large quarters with its offices and sample rooms. The Canadian business of this firm, which includes special lines of dry goods and tailors' trimmings, is very large indeed, covering the whole Dominion. The products of the Oldham mills have a firm place in the Canadian trade, and some dozen travellers are employed by the company throughout the country.

Fortier and Monette.

With commodious warehousing and cold storage premises and convenient offices, situate at 604 St. Paul Street, Montreal, Fortier and Monette are firmly established in the produce trade of the city. The partners are Adelard Fortier and Fortunat Monette, both of whom have had a lengthy experience in the trade. Every kind of country produce is dealt in,



Business Premises of Fortier and Monette.

and exported to England, including cheese, butter, eggs, lard, beans, pork, etc. The firm have special representatives on the London, Liverpool, Bristol and Manchester markets. The confidence reposed in the shipments of Messrs. Fortier & Monette by leading merchants are evidenced by their rapidly increasing business.

Up to the present time Canada has but had railways designed to serve her actual and existing necessities. We have now reached the stage where railroads are to anticipate our necessities, and with bold confidence, open to settlers, prospectors, and the pioneers of manufacture, extensive regions that correspond in importance with the Western States, which were opened up much earlier and gave the United States a tremendous forward impulse.

The Dominion Bag Co., Limited.

This corporation manufactures jute and cotton bags, which find a market throughout the Dominion. The Montreal offices and works are located at No. 317 St. Patrick Street, where a general stock of bags is always



Works of the Dominion Bag Company, Ltd., Montreal.

kept on hand for immediate shipment. Bag printing is also one of the specialties. The company is prepared to manufacture bags of any desired size and quality on short notice and at prices which are consistently low, when the workmanship and materials are taken into consideration. With the growth of industrial Canada the output of this company has increased remarkably within the past few years.

The Hiram L. Piper Co., Limited.

This corporation, manufacturing and dealing in Railway and Marine Supplies, was organized in 1902. Mr. Jas. Carruthers, President of Jas. Carruthers & Co., Ltd., grain exporters, is President; Mr. Wm. Carruthers, Vice-President; and Mr. Hiram L. Piper, Managing Director.

The Company's headquarters, office and factory are located at No. 12 St. Peter Street, Montreal, and they manufacture under patents the Hiram Piper Two Direction Train Order Signal, Standard Rule Train Lamps, Switch Lamps, Semaphore Signals, Street Gates for level crossings, Marine Lamps, Acetylene Searchlights for Steam and Gasoline Launches, Street Lamps, Gasoline and other torches, etc., etc.

The anual output of the company amounts to some $40,000, and twelve hands are employed.

The company imports from Austria, Germany and England.

The company issue a series of handsomely illustrated catalogues, No. 10 Electric Mirror Reflectors, No. 20 Marine Lamps and Supplies, No. 30 Railway Signal Lamps and Supplies, which may be obtained on application.

After long waiting Canada is now coming into her own. She is known the world over as a land of plenty and prosperity where there are prizes to be won by all who are stout of heart and hand.

The Bonner Leather Company.

The Bonner Leather Company was established for the manufacture of glazed kid in blacks and all colors, and is one of the few concerns engaged in this important branch of the leather industry of the Dominion. The company import goat skins from the East Indies, and treat them by what is known as their Chrome tanning process, which renders the leather waterproof, and is a decided improvement on the barb and combination tanning, which is used by other manufacturers. The kid produced takes the dye and color through and through, and not merely on the surface, and has proved to be far superior to calf for summer wear, consequently the demand for the products of the Bonner Leather Company has increased and is still increasing with rapid strides, and is now in use by all the leading manufacturers of fine footwear in Canada. In addition to this a growing demand for this special make of kid has arisen in London, Paris and other European cities, as a scratch or graze does not so readily disfigure the beauty of the glaze or color. The Bonner Leather Company are the only producers of the famous "Champagne" tint, and probably of all colors this and the "golden brown" are the most fashionable wear. The export branch of the company's business bids fair to become very extensive. The sole proprietor is Mr. Gilbert Bonner, one of the leading experts in the leather industry. The company's factory is at 2666 Notre Dame Street, and the salesrooms are at 28 Lemoine Street, Montreal.

Renaud, King and Patterson.

One of the finest exclusive furniture houses in Canada is that of Renaud, King & Patterson, occupying the large building at the corner of St. Catherine and Guy streets, a location which has within the past few years become one of the centres of Montreal's retail



The Renaud, King and Patterson Store.

trade. For 23 years this firm occupied premises on Craig Street, but realizing that the trend of trade was both upward and westward, the firm wisely selected their present location, where they have exceptional advantages for the display of an immense stock of furniture. The firm make a specialty of medium and high class goods, the very latest and handsomest designs always being found here. The firm is composed of Messrs. A. Renaud and Robert King.

Henderson and Potts Company, Limited.

Having established its business in Nova Scotia back in 1874 this firm of paint and varnish manufacturers can well be ranked among the pioneers in the Canadian trade. With the general development of trade in the province of Quebec, and desiring a distributing trade nearer this centre by which the increasing trade could be more readily handled, the company opened a branch establishment in Montreal. This was accomplished in 1897, the local house being established in that year. The company, which has its Montreal branch at No. 56 Wellington Street, manufacture a full line of paints, varnishes, dry colors, enamels, putty, stains, wall tints, white leads, Japans, etc. The officers of the company are: Mr. J. R. Henderson, President; Mr. C. H. Potts, Vice-President; and Mr. George M. Edwards, Managing Director. From the home office in Halifax, N.S., exportations are made to foreign countries, and the trade of the Maritime Provinces supplied, while the company imports a large amount of raw materials from England, France, Germany, the United States and Italy.

In the spring of 1905 the company has further increased its business by opening a factory and warehouse in St. John, N.B., and a warehouse in Winnipeg, Man.



Christ Church Cathedral (Anglican), corner St. Catherine Street and Union Avenue, Montreal.

Tees and Company.

For upwards of fifty years the firm of TEES & COMPANY have been the leading undertaking concern in Montreal.

In addition, this firm has made a specialty of the manufacture of Rolled Top Desks, Bank, Railroad and Office Furniture, Revolving Book Cases, etc., and were the pioneers in this industry in Canada. Tees & Company were the first to introduce the Roll Top and other Canadian desks into the markets of Great Britain. The head offices and warerooms of the firm are at 300 ST. JAMES STREET, MONTREAL, which have telephone connection with the various branches of the Company. The cable address of the firm is "Tees, Montreal."

The John Murphy Co., Limited.

Formerly the firm of John Murphy & Co., incorporated February, 1904, now occupy palatial premises on St. Catherine St., Montreal, where they carry on a



The John Murphy Company, Limited.

large dry goods and general departmental store business, specialties being made of ladies' ready-to-wear goods, on a large scale, such as cloaks, costumes, underclothing, millinery, etc.

Besides having a branch store in Ottawa their trade extends all over the Dominion.

John Henderson and Company.

This firm bears the distinguishing mark of being one of the oldest fur houses on the Continent, for it was established no less than seventy years ago by the late proprietor, Mr. John Henderson, and has since his death been owned and managed by Mr. E. H. Botterell, who for many years has given the business his personal supervision. In a country whose furs have become famous the world over, it is but natural that there should be at all times a demand from travellers and also from those who have never set foot on Canadian soil, the consequence being that the old established house of John Henderson & Co. are constantly filling orders from all parts of the Continent and Europe. Among trappers and others who gather in the celebrated Canadian furs in the rough, the firm have a wide reputation as being always in the market for the best of everything, the consequence being that this house enjoys exceptional advantages. In the handsome show-rooms at No. 229 St. James Street, Montreal, can be seen at all times one of the choicest collection of furs and fur garments to be met with anywhere. Sables, mink, otter, silver, red and black fox skins, are all to be found in abundance, while the finest of imported skins, such as the Russian sable, black and grey lamb and seal are also utilized to a large extent in the garments they manufacture.

Colonial House. Henry Morgan and Company.

For considerably upward of half a century, to be more accurate, just fifty-nine years, the firm of Henry Morgan & Co. has held a prominent place among the merchants of Montreal. After the fashion of the old days the firm was originally an exclusive dry goods house, and was then located at the corner of McGill Street and Victoria Square, in what would be considered to-day most modest quarters. With a keen insight into the trend of coming events, Messrs. Morgan & Co. not only saw the growing importance of the department store, but also realized that St. Catherine Street was to be the future retail centre of trade. It was then that the splendid site now occupied by them was procured and the magnificent store erected. Thus it was that the firm became the pioneer retail house in the upper portion of the city, to be followed later on by nearly every one of their rivals in the trade. The establishment of Henry Morgan & Co., opposite Phillips Square, hardly requires a description, for it is to-day one of the show places of the city, and the name of the firm a household word. The Colonial House has always prided itself on the class and assortment of goods in the various departments, and these departments run the gamut from confectionery and electrical goods to laces and furniture.

The G. A. Holland and Son Co.

[illegible] company, which occupies two of the handsome show rooms in the city, is located at Nos. 2411 and [illegible]d St. Catherine Street, Montreal. The firm, which was originally established in 1843, does a large business in wall hangings, sporting goods, toys and fancy goods. They are also manufacturers of baskets, lacrosses, snowshoes and toboggans. The late G. A.



The G. A. Holland and Son Co.'s Store.

Holland established the business, which was originally located at the corner of Notre Dame and St. Francois Xavier streets. In 1882 the management of the business was taken over by C. C. Holland, and until 1899, when the present company was incorporated. The President of the company is C. C. Holland; R. K. Holland is Vice-President, and T. J. Dawson, Secretary.

The D. A. McPherson Produce Company, Limited.

This firm of butter and cheese exporters is located at Nos. 71 and 73 William Street, Montreal. The business was established in 1870 by the late Mr. D. A. McPherson, whose death some months ago was so deeply regretted in the Canadian business and social world.



Business Premises of D. A. McPherson & Co., Ltd.

Mr. Barclay McPherson, son of the deceased, is President of the D. A. McPherson Produce Company, Ltd., while Mr. Thomas H. Ryan, who has been with the firm for over twenty years, is Vice-President; A. Norman Stewart, Secretary-Treasurer. For years this firm has done a large export trade in cheese and butter, the foreign markets being England, Ireland, Scotland and South Africa.

The company, however, does not by any means confine itself to the export trade, for they are the chief suppliers of the home market, and are also large shippers of goods to Manitoba, the Territories and British Columbia. In the cheese and butter centres such as Brockville, Belleville, Ingersoll, Peterboro, St. Hyacinthe, the Lake St. John country and all through the Province of Quebec, the firm have representatives who are always on the lookout for choice lots of produce, which eventually find their way into the hands of the firm and are sent on to their various destinations.

The company is exceedingly well looked after in the foreign markets, a valuable connection having been formed in all the large centres of Great Britain. The company's agents in the chief British ports are as follows:—S. P. Clark & Company, London, Eng.; A. I. Barr, Liverpool, Eng.; Hedley Stevens, Bristol, Eng.; Archibald Fleming, Glasgow, Scotland; H. Whitehead, Belfast, Ireland; I. Leon, Cardiff, Wales.

The company employs a large number of hands in their various departments, and the business, which is large, is capably managed.

The William Rutherford and Sons Company, Limited.

This firm of lumber merchants, and manufacturers of boxes, sashes, doors and general joiner work, has as its officers, Mr. Thomas J. Rutherford, President, and Mr. William Rutherford, Secretary-Treasurer. The business was established in 1856 by the father of the present officers, and is to-day one of the largest of the kind in the Dominion.

The company operates two large factories, one located on Atwater Avenue, and the other at the foot of St. Elizabeth Street, bordering on the Lachine Canal. One of these factories is devoted exclusively to the manufacture of boxes and cases, while the other is taken up with the making of doors, sashes and general interior work. In the two factories three hundred men are employed. Many millions of feet of lumber are utilized each year, and within the past few years it has been found necessary to double the capacity of the works, and also double the number of hands employed. Large quantities of hard wood are imported and utilized in the manufacture of mantels, staircases, counters, ceilings, panel work and general house furnishings. Among builders there is a large demand for the work of the William Rutherford & Sons Company, Ltd.

Lyman, Sons and Company.

This business was established about 1800 by Mr. Lewis Lyman, uncle of the late Messrs. Henry and Benjamin Lyman, in partnership with Dr. Wadsworth, as Wadsworth & Lyman. The subsequent changes of name being: Lewis Lyman & Co., Day, Gelston & Co., Hedge & Lyman, Wm. Lyman & Co., Lymans, Savage & Co., Lymans, Clare & Co., and in 1879 Lyman, Sons & Co. The business with the allied house of the Lyman Brothers & Co., Limited, of Toronto, covers the whole Dominion and Newfoundland. The firm consists of Mr. Henry H. Lyman, Mr. Arthur Lyman, and the representatives of the late Mr. Henry Lyman.

A very large business is done in drugs, fine chemicals, druggists' sundries, chemical and assay apparatus and surgical instruments.

The office and warehouse are at 380-386 St. Paul Street; and the drug and spice mill and the laboratory are on Prince Street, Montreal.

J. and T. Bell.

The reputation of the firm of J. & T. Bell, of Montreal, the pioneer manufacturers of fine footwear, stands second to none throughout the Dominion, for the strength, durability, style and elaborate finish of the goods they produce. It is some ninety years ago since this business by Alexander Bell, who was succeeded in 1845 by Joshua and Thomas Bell, at which



date it took its present name, was founded. For the past thirteen years Mr. John T. Hagar has been the sole proprietor. That he not only has fully sustained the prestige of the firm, but increased it, is demonstrated by the fact that the business is expanding by rapid strides, the names of J. & T. Bell, and Hagar, being synonymous for good value.

There is probably no more complete shoe manufacturing plant than that of this firm, situated on Inspector Street, Montreal. Ever alert to improvement, Mr. Hagar has recently re-fitted the factory with the latest and most up-to-date shoemaking machinery and appliances, and at the beginning of November, 1904, practically continued with a new plant, and under a new system. The daily output averages 850 pairs of shoes, or upwards of a quarter of a million pairs per annum.

One feature is, that everything sold is made by the firm, and all goods are leather throughout. So that all responsibility as to the character and quality of any grade of shoe, rests with the firm. The leather used is principally domestic, some however, being imported from the United States. The firm of J. & T. Bell have been largely responsible for the opinion that Canadian shoes are equal if not superior to any placed upon the market.

The Watson, Foster Company, Limited.

Manufactures all that is commercially good and practically artistic in paper hangings. Its equipment and resources are unsurpassed, its product is adjusted to the best element of Canadian consumers in the first place, and a far reaching export trade in the second. It is operated on a sound and progressive basis with the object of securing to the dealer not only a commercial, but an ARTISTIC SUCCESS; "Made in Canada" being its best claim to the consideration of the trade.

The President is Hugh Watson; and Vice-President, S. S. Boxer. Works, Ontario Street East, Montreal.

Dufresne and Locke.

One of the most important branches of Canadian manufacture, is the boot and shoe trade, and by no means the least among those interested in the trade is the firm of Dufresne & Locke, who occupy a large and handsome factory of their own at Maisonneuve, on the outskirts of Montreal. This firm was originally established in 1894, the members being Messrs. George Pellerin and Thomas Dufresne. The business was first located upon Craig Street. These premises were soon outgrown, however, and the next move was to establish at No. 125 Vitre Street. Again the business outgrew the premises, and it was then resolved to construct the present factory at Maisonneuve, which was completed, and into which they moved in 1900. In February, 1896, Mr. Ralphe Locke replaced Mr. Pellerin as a member of the firm. Some 250 hands are employed, and the annual output amounts to 350,000 pairs of shoes each twelve months, a specialty being made of medium priced footwear, sold to jobbers only.

E. H. Lemay.

One of the best known business men in the City of Montreal, Mr. E. H. Lemay is probably the largest individual lumber merchant in the Dominion. His far-seeing and solid commercial methods have built up in a few years from small beginnings, a business which has reached a yearly shipment of upwards of 100,000,000 feet of lumber. Mr. Lemay purchases the entire output of several large mills, and ships their products to all the world's principal markets. In addition to this large export trade, Mr. Lemay imports from 25,000,000 to 30,000,000 feet of pitch pine each year from the Southern States. He has also established a considerable connection with South Africa. Messrs. W. M. Crombie & Company, of 81 New Street, New York, are Mr. Lemay's representatives in that city.

Mr. Lemay is an influential member of the Montreal Board of Harbor Commissioners, and takes great interest in the welfare and progress of the Canadian metropolis.

In the iron and steel business Canada is about at the same stage of development as was the United States when Carnegie began amassing his millions.

The Otis-Fensom Elevator Company, Limited.

The Montreal branch of the Otis-Fensom Elevator Company, Limited, is situated at No. 423 St. James Street, and is under the management of Mr. A. Hughes Charles. Now that in all the principal cities and towns of the Dominion large and high buildings have been and are being erected, the business of this company has largely developed, and its well known rapid safety elevators, are to be found installed in most of the principal institutions and business edifices.

The company's works are at Hamilton, but the Montreal branch is its main distributing office in Eastern Canada. General offices are in Toronto, Confederation Life Buildings.

The Canada Machinery Agency.

For the past twenty-two years the Canada Machinery Agency, of 298 St. James Street, Montreal, under the expert direction and management of Mr. W. H. Nolan, the sole proprietor, has been recognized as one of the leading concerns engaged in dealing with all kinds of mill and factory machinery, and the installation of every kind of manufacturing plant, made principally by Canadian and United States manufacturers. The agency also deals in new and second hand steam engines, boilers, pumps, shafting, pulleys, hangers, belting, iron and wood working machinery. First-class workmanship, material and machinery are only used and dealt in, the reputation of the Canada Machinery Agency being second to none.



Victoria Jubilee Bridge over the St. Lawrence River, Montreal, said to be the longest Bridge on the Continent.

The City Ice Company, Limited.

The City of Montreal enjoys the distinguishing feature of being served more liberally and more cheaply with ice than any centre of like size on the continent. The corporation which probably has had more to do with this satisfactory condition of affairs than any other, is the City Ice Company, Ltd. The business of this company was originally established over a half century ago, and for the past thirty years or more has been under the management of Mr. R. A. Becket. The company have exceptional storage facilities, and what is still more important, the ice which they harvest each winter can be depended upon for its purity, for it is all carefully selected under the personal supervision of men of long experience. The offices are at No. 26 Victoria Square.

The Montreal Lumber Company, Limited.

In the wholesale lumber trade the Montreal Lumber Co'y, Limited, is an evident factor, for this corporation turns over about 25,000,000 feet annually. Their trade is, of course, wholesale only, and is principally confined to car and boat lots from the larger Ottawa mills. The President of the company is Mr. John McKergow, who is a popular ex-President of the Montreal Board of Trade, and a well known business man; Mr. George I. Dewar, Manager of the Export Lumber Co., of Ottawa, is Vice-President; and Mr. W. K. Grafftey is Managing Director. The company's place of business is No. 279 Seigneurs Street, Montreal. The capital employed in the business amounts to $100,000 and a considerable export trade is done, chiefly in good grades of pine timber.

Allis-Chalmers-Bullock, Limited.

The advent of this corporation into the field of Canadian industry speaks more plainly than words can of the growing importance of Montreal and the Dominion in the industrial world. A dozen years ago these large manufacturers of machinery and electrical work would not have thought it worth their while to establish a house in Canada, while to-day the above-named corporation is spreading to all portions of the country. Allis-Chalmers-Bullock, Limited, are, as might readily be gathered from the name, manufacturers and sellers in Canada of various classes of machinery under patents and rights of large United States corporations, which include the Bullock Electric Manufacturing Company of Cincinnati, the Allis-Chalmers Company of Chicago, the Ingersoll-Sergeant Drill Company of New York, and the Lidgerwood Manufacturing Company of New York.



Allis-Chalmers-Bullock, Ltd., Plant at Rockfield, P.Q.

All four of the above named corporations have their specialities, and the Canadian Company with its works and head office at Rockfield, P.Q., a few miles west of Montreal, and offices in Montreal, Toronto, Halifax, Winnipeg and Vancouver, covers the whole field. Among the specialities of the company are the celebrated Allis-Chalmers Corliss engines, which are known the world over, water and steam turbines, ore crushers, hoisting engines, roasting and smelting machinery, ore stamps, saw mill machinery, flour mill machinery and dozens of other specialities.

The Bullock Electric Manufacturing Company's patents furnish the Allis-Chalmers-Bullock, Limited, with the designs of direct and alternating current machinery, railway equipments, motors, transformers and arc lamps.

Under the Ingersoll-Sergeant Drill Company patents are constructed all pneumatic machinery, such as air compressors, rock drills, quarry bars, coal cutters, air lift pumps and pneumatic tools, and under the patents of the Lidgerwood Manufacturing Company are built hoisting engines, cableways, log hauling machinery, hoisting and conveying apparatus and ballast unloaders.

From the above it can readily be understood that the combination is a particularly strong one for the Canadian organization, as the local company operates in the closest relations with what are considered the first in their several lines on the Continent. One great advantage offered is the fact that mountings and duplicate parts for all machinery sold by the Allis-Chalmers-Bullock, Limited, can be promptly furnished at all times. The company was established in Montreal in 1903. The works at Rockfield are most complete, and employ upward of 250 men.

E. F. Dartnell.

This firm was established in Montreal in 1893 as manufacturers' agents and dealers in building supplies, etc., by Mr. Dartnell, the present proprietor. Mr. Dartnell's office is located at 157 St. James Street. Mr. Dartnell is the representative of numerous important manufacturers; being Canadian agent for "Gilbreth's Rotary Concrete Mixer," the "Portable Gravity Concrete Mixer," the "Improved Rotary Man Power Concrete Mixer," and other concrete mixing machinery. He represents for building stones, the Perry-Matthews Buskirk Stone Co., producers of Indiana Limestone; The Grafton Stone Co., for their Ohio Sandstones; Baird & Stevenson, Glasgow, for red and buff Scotch Sandstones, as also other quarries. In pressed brick, is agent for the Crown Pressed Brick Co., of Ormstown, Que., the Toronto Pressed Brick & T. C. Works, Milton, Ont., and the New York Hydraulic-Pressed Brick Co. Is also agent for the R. I. W. Damp Resisting Paint Co. (Toch Bros., New York), for their specialties; the Cury Manufacturing Co., New York, manufacturers of box strapping, pail clasps, etc.; as well as for a number of other firms, Canadian, American, English and French.

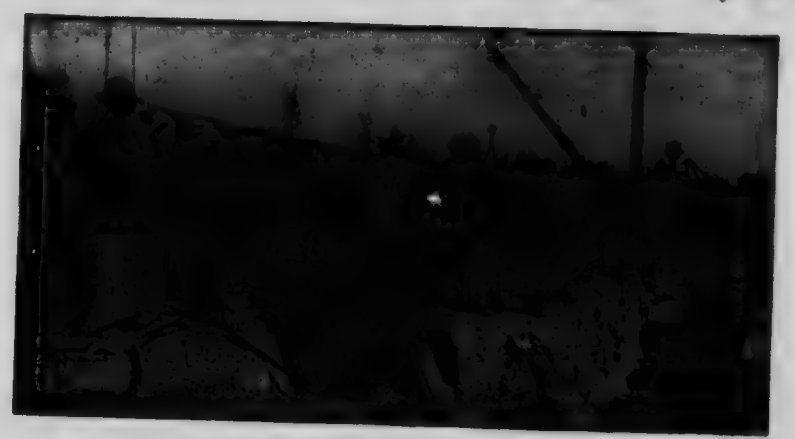
White Lead, Red Lead, Orange Mineral and Litharge Industry.

Although Canada has many mineral deposits in which lead, in connection with gold, silver, copper, and zinc is found in large quantities, the lead has heretofore been marketed abroad, except a small portion that has been consumed in the manufacture of lead pipe, sheet lead and shot.

The Carter White Lead Company, operating corroding works at Chicago, Ill., and Omaha, Nebraska, have erected a plant for the manufacture of white lead, red lead, litharge, and orange mineral, at No. 91 Delorimier Ave., Montreal. The plant has a capacity of fifteen thousand tons of finished product per year. Henceforth, lead from Canadian mines smelted and refined in Canadian smelters, transported on Canadian railways, will be made into pigments, and used in ornamenting Canadian homes.

Mr. Ludger Gravel.

By attention to the details of the trade, and with an intimate knowledge of its requirements, Mr. Ludger Gravel takes a prominent place in the wholesale carriage and blacksmith supply business in which he has been connected,-first as employee and then as proprietor, for a score of years. While a man of comparative youth, having been born not far from Montreal in 1864, Mr. Gravel has nevertheless seen many years of service in this particularly important branch of the trade. Back in 1880 he entered the office of Thomas Wilson & Co., hardware supplies, and after eight months left this firm to join fortunes with Mr. P. P. Mailloux, then prominent in the carriage and saddlery business. After twenty years with Mr. Mailloux, the health of that gentleman failing, Mr. Gravel took over the business, which he has conducted on his own account since 1901. That he is an important factor in the trade is strikingly shown by the large Canadian and foreign houses he represents here in Montreal, such for instance as the Standard Paint and Varnish Works, Windsor; the Windsor Turned Goods Company, Windsor; the Dowsley Spring and Axle Company, Chatham; and S. Conboy, Toronto; Walker Steel Range Co., Ltd., of Grimsby, Ontario, all of Canada; while such foreign firms as the Frank Miller Company of New York, the Bonney Vise and Tool Works of Philadelphia, the Neverslip Mfg. Co., of New Brunswick, N.J., Standard Varnish Works, New York, N.Y., H. Scherer and Co., Detroit, Mich., Searls Manufacturing Company, Newark, N.Y., and Meilink Mfg. Company, Toledo, Ohio, are also included in the list. Mr. Gravel also imports largely from England, Germany and France. The warehouses are located at Nos. 26 to 28 Jacques Cartier Square, Montreal, and here he keeps a staff of ten hands busily employed.



Terrebonne Quarries, St. Francois de Sales, Que.

The Terrebonne Quarry Company.

The famous quarries of this construction company are situated at Saint Francois De Sales, Que. The finest limestone is cut and supplied in all dimensions. Among the important structures recently executed by the company are Sorel Bridge, Three Rivers Bridge, Vaudreuil Bridge, C.P.R. Revetment Wall, Montreal Harbor Works, New Bank of Montreal Foundation, Montreal Elevators, Grand Trunk Elevators, C.P.R. Shops and Bout de l'Isle Bridge. The quarries are connected with the C. P. R. by a siding.

The general offices of the company are at 71a St. James Street, Montreal, where all communications should be addressed. Mr. Felix Labelle is President; Mr. J. O. Labelle, Vice-President; Theo. Lessard, General Manager; and Mr. Ernest Paquet, Treasurer.

The Canadian Composing Company, Limited.

The works of the Canadian Composing Co., Ltd., are situated at 587 to 607 Beaudry Street, Montreal. The company make a specialty of the manufacture of the famous Monoline Composing Machine, which it



Monoline Composing Machine.

guarantees to be the best and cheapest line casting machine for composing type in the world. It is extensively and successfully used throughout Canada, in Australasia, South Africa, Mexico, Cuba, and on the Continent of Europe, and has won golden opinions from the press of the world, and the universal endorsement and support of the printing trade. The Canadian Composing Company, Limited, supply the fullest information with regard to the Monoline Composing Machine, and the kindred appliances it manufactures. Catalogues and terms of purchase are mailed free to any part of the world upon application to the Manager at 587-607 Beaudry Street, Montreal.

The Sicily Asphaltum Co., Limited.

Probably the largest concern in Canada contracting for paving of every character is the Sicily Asphaltum Paving Company, whose premises are situated at 10, 14, and 16 Mill Street, Montreal, and Queen Street, Quebec. The company contract for the laying of, and deal principally in, granite block, rock asphalt mastic blocks, cement and concrete, which have become celebrated for wear and strength, as the most suitable for every variety of pavement for the climate of the Dominion.

In the city of Montreal, no less than 85 per cent. of the asphalt and granite block pavements of the streets and sidewalks have been laid by this company, some as long ago as fifteen years, and it is still in excellent condition. A mention may be made of some few instances of the other important works completed by the Sicily Asphaltum Company. In Ottawa the Parliament grounds and drill hall. In Quebec the following streets:—St. John, Vallier, St. Louis Buade, Bridge, St. Peter, St. Paul, the space opposite the drill hall, St. Joseph, Mountain, the fine walks leading to the Terrace, and the area opposite the Parliament Building. These works always attract the attention and admiration of the observant visitor to these cities, and a similar perfection is to be noticed in all this company's work in numerous other cities and towns, such as Sherbrooke, Three Rivers, St. John, etc.

The officers of the Sicily Asphaltum Paving Company are J. M. Fortier, President; R. B. Ross, Vice-President; D. J. Cochrane, Secretary; and D. C. Drysdale, General Manager.

Miss Graham's Phonographic and Business Institute.

It is hardly claiming too much to state that Miss Graham's Business Institute has turned out more successful stenographers than any like establishment in the city of Montreal. The business connections which Miss Graham enjoys are such, that as soon as a competent shorthand writer is graduated a desirable place is immediately found for her, and the pupils from her school almost invariably give satisfaction. The Institute is located at No. 2204 St. Catherine Street, opposite Christ Church Cathedral, and here is taught not only shorthand and typewriting, but English, French and bookkeeping, the Loveque universal system being used. The Institute is open the year round, and there are day and evening classes.

At No. 345 Temple Building Miss Graham has typewriting offices for the convenience of the business public.



Mr. E. H. Copland.

Copland & Company

Importers of Fire Clay Goods, Chemicals, Cement, Metals, Oils, Potters' Supplies, Whiting.

146 West Regent Street, Glasgow.

107 St. James Street, Montreal.



Premises of the "Montreal Daily Star" on St. James Street, Montreal.

William Clark.

A Canadian Establishment for the Packing and Preserving of Meats and Other Foods.

A quarter of a century ago, or possibly less, the packing and preserving of meats, poultry, etc., for shipment abroad was an unknown industry in Canada, but on the other hand Canadians who utilized canned goods of this character in their everyday life were accustomed to buy the imported article, put up in France, England, and other foreign countries. The development of the Dominion's industries, however, has changed all this, and to-day large quantities of canned meat, poultry, pork and beans and other like foods are being exported in large quantities to Great Britain and the Colonies by the Canadian packers. The development of this industry owes much to Mr. William Clark, of Montreal, one of the pioneers in this field and who started in the business some twenty-five years ago. Probably Mr. Clark did not realize at that time that the trade would eventually extend largely abroad as well as at home, and come to be such a feature of Canadian business in so brief a time. The office and packing works, controlled by Mr. Clark, are situated at No. 83 Amherst Street, Montreal. Here is to be found a perfectly equipped plant of large dimensions, all the latest ideas being developed in the way of machinery and modern methods generally. Among the different brands of goods put up by this firm, are lunch beef, lunch ham, corned beef, English brawn, boneless pig's feet, roast beef, mutton, boiled mutton, stewed ox kidneys, ox tongue, pork and beans, soups of almost innumerable variety, canned game and poultry of all kinds, mince meat, plum puddings, etc. Such brands as Clark's pork and beans have made a splendid name for themselves both at home and abroad, the consumer being able to rely upon their uniform good quality at all times. In the selection of the meats, poultry, game, etc., to be utilized in the packing process, the greatest care is exercised, the management fully realizing that keeping the products up to the highest standard is, above all things, important in a business of this character. Mr. Clark also operates a can factory in connection with the packing establishment, thereby not only centering the trade, but being certain at all times that his packages are made to meet every requirement of any importance in the Dominion which does not carry a line of Clark's canned meats, beans, and puddings. The export trade has increased largely of late years. The wholesale houses throughout the country carry at all times a full line of these goods.



The Wm. Clark Establishment on Amherst Street, Montreal.

A great feature is made of cleanliness throughout the establishment. The large number of employees, both men and women, who are engaged in the Clark Packing House, are given to understand that absolute cleanliness is the only standard that will be accepted by the management. This, with the freshness and purity of all stock entering into the products, is a great recommendation to the fastidious and careful housewife.

The Forest Exploration and Lumber Company.

Whoever may chance to travel the length and breadth of the Province of Quebec must at once be impressed with the magnificent forest heritage which kind nature has given this portion of the Dominion. Far into the north these forests reach; into a land which is yet a stranger to the woodsman and his axe. Many thousands of acres of timber land stretch out in all directions which as yet have not even been surveyed. According to the most recent estimate of the Crown Lands Department, the standing timber of the province, exclusive of pulpwood and undersized trees, will produce at least sixty thousand million feet of lumber, and in the opinion of well-informed people this estimate is much too low. The United States with its eighty millions of population and its vast timber and pulp consumption, has already depleted the forests of that country, until now they must look elsewhere for their supplies. With an eye to what the future must shortly bring forth, keen-sighted business men of the United States, interested in the pulp and timber industries, have already secured in Canada miles upon miles of timber limits, holding it against the time when it will be necessary to cut in order to supply the demand for timber and to keep their paper mills supplied with pulp. Within the past few years the increase in the consumption of pulp wood has been enormous. In the city of New York alone there is consumed annually some 150,000 tons of pulp wood paper, while the whole United States requires not less than 7,000,000 cords of pulp wood annually to keep up with the demand for paper, not to speak of the various other uses to which it is now put. It is little wonder therefore that the forests of the province are now attracting the attention of both foreign and native capitalists, and it was with a view of meeting present day requirements that the Forest Exploration and Lumber Company was organized. This company, which is the only concern of its kind in Canada, are wholesale lumber and commission agents, and their business includes buying and selling lumber, timber, pulp wood, timber limits, and pulp wood lands. The company also makes reports on limits, pulp wood lands, water powers, rivers, streams, etc., and they are also prepared to organize exploring parties upon short notice, these parties being led by men of many years' experience in the Canadian forests. The company also places insurance on lumber, mills, and supplies. The members of the firm have had twenty-five years' experience in the Canadian forests, and can be relied upon to know every branch and detail of the business which they have undertaken. By addressing the Forest Exploration and Lumber Company, Merchants Bank Building, Montreal, all particulars will be furnished prospective buyers or sellers of limits, lumber, pulp wood, etc.

Canada Maple Exchange.

This firm, which makes a specialty of Canadian maple products, is located at No. 118 King Street, Montreal. The business, of which Mr. G. R. Small is the proprietor and Mr. W. H. Crabbe manager, was



Mr. G. R. Small, proprietor.

established back in the later years of the last century, and has since that time built up a large and important business throughout Canada in maple products. It is the only industry of the kind in the Dominion devoting itself exclusively to the manufacture of confections of all sorts from the pure maple sap. Every package sent out bears the certificate of the Government analyst, and as a further guarantee, the firm's trade mark, the word "Small's." The firm has agencies in Winnipeg, New York, and London, Eng., the distant wholesale trade being supplied in this manner. Small's maple confections and syrups have obtained the highest awards in all



Mr. W. H. Crabbe, manager.

countries. The unprecedented success of this branch of Canadian industry is due to the exceptional wholesome qualities of maple sugar as a confection, and also to the fact that the Canada Maple Exchange utilizes nothing but the pure article with no foreign flavor, no coloring, and no preservatives. Mr. G. R. Small, the owner of the business, is a Canadian of Scotch parentage, and is the inventor of many of the modern sugar-making implements in present use.

James Hutton and Company.

This firm of manufacturers' agents was established in Montreal in 1841 by the late James Hutton, and afterwards carried on by Col. W. H. Hutton, who died in 1893. After the death of the latter,, Mr. George J. Crowdy became the proprietor, and has since managed the affairs of the firm. James Hutton & Company are the sole Canadian representatives of some of the finest manufacturing houses in Great Britain; for instance, they represent Joseph Rodgers & Sons, Ltd., of Sheffield, the most famous cutlers in the world. Steel, Peech & Tozer, Ltd., Sheffield manufacturers of steel axles, tires, spring steel, etc., are also represented in Canada by James Hutton & Co. Thomas Goldsworthy & Sons, of Manchester, manufacturers of emery, emery cloth, and other products, sell to the Canadian trade through this house, as do also the fine old firm of W. & S. Butcher, of Sheffield, manufacturers of razors, files, and the like. Another of this firm's agencies is that of Burroughes & Watts, Ltd., of London, manufacturers of billiard tables. From the above it may well be imagined that the firm of James Hutton & Company enjoy an extensive trade throughout the Dominion, for there is a never ceasing demand for these goods. The firm's offices are No. 232 McGill Street, and warehouse 86 McGill Street.

Lewis Brothers and Company.

Established in 1888, the firm of Lewis Brothers & Co., of Montreal, has developed into one of the largest wholesale hardware concerns in Canada. All kinds of shelf and heavy hardware of domestic, British and United States manufacture are handled by this firm. The main offices and warerooms are at 26, 28, 30 St. Sulpice Street, Montreal, while sample rooms are established in Quebec, Toronto, Ottawa, and Vancouver.

The firm are erecting a handsome and extensive new warehouse, offices, and showrooms, on Bleury Street, running through to Hermine Street. The main building contains 20,000 feet of space, being 100 by 135 feet, six storeys high. There is a two-storey annex 112 by 68 feet. The warehouse is fitted with every up-to-date convenience suitable for the hardware trade, and is a decided acquisition to buildings of its character in the city, besides facilitating the transaction of the firm's ever increasing volume of business.

The concern is exclusively of a wholesale character, selling only to the retail trade. Twenty-two travelling salesmen are employed, the Dominion being thoroughly covered by them from coast to coast. Mr. F. O. Lewis and Mr. James G. Lewis constitute the firm. Messrs. Lewis Bros. & Co.'s cable addresses are A.B.C. "Lewis Bros," Letters "Broslow," Commercial "Orrlew."

Alexander McKay.

The office and works of this firm are located at Nos. 536 to 546 De Montigny Street, Montreal, where a specialty is made of the manufacture of boilers, though the business is by no means confined to this one line. Mr. McKay manufactures marine, locomotive, and



Clamshell Bucket.

stationary boilers of any design or style, a specialty being made of the upright submerged tube boiler. He also manufactures boiler tube retarders, specially designed for use in boilers which have extra strong draft. The firm also manufacture storage tanks for oils, grain, etc.; kettles for roofers and asphalt work, gasometers, clamshell buckets for handling coal, ore, or earth, dredging machinery, screens, sluice boxes etc.

The E. Cavanagh Company.

Among the leading distributors in Canada of shelf and heavy hardware, builders, plumbers, painters, contractors, and mill supplies, the E. Cavanagh Company of Montreal take a prominent position. Mr. Edward Cavanagh is the sole proprietor of the business, which he established in 1881, the manager being Mr. William Lecourt. The firm distribute principally throughout Quebec and Ontario. The exclusive offices and sales rooms are at 2547 to 2553 Notre Dame Street, and the warehouse at 255 Richmond Street. This firm are the Canadian representatives of the Russel & Erwin Manufacturing Company.

The record of foreign commerce for the past few years show that Canada's foreign trade is increasing more rapidly, proportionately, than that of any other country, the rate of gain in the past ten years having been 90 per cent.

The Laprairie Brick Company.

Within the past few years this corporation has earned an enviable reputation for itself as makers of first-class bricks, the consequence being that the product of the yards has found place in a great many of the best buildings erected in Montreal of recent years. The bricks produced by this company are by no means the cheapest, but they do pride themselves on turning out the best, the consequence being that builders have come to recognize their worth almost universally. Laprairie brick have been used in the construction of the Bank of Montreal annex, in the Liverpool, London and Globe Insurance Building, in the Guardian Building, and by dozens of others equally prominent. The Montreal office is located in the Board of Trade Building. J. W. Tester is Managing Director.

Alexander McArthur and Company, Limited.

The mills of this extensive corporation are situated at Joliette, P.Q., and from here are turned out two carloads of news, wrapping, and wall papers per day, while at their roofing felt factory, at the corner of Harbour and Logan Streets, Montreal, there is produced large quantities of material utilized in the building trade throughout the Dominion. The offices are situated at No. 82 McGill Street, this city. This extensive business was established by Alexander McArthur, and after his death a year or so ago it was organized into a stock company under the title as above. The firm manufacture well known lines of sheathing, felts, and coal tar products.

Thomas Sonne, Sr.

The firm of Thomas Sonne, Sr., has been a manufacturer of tentings, awnings, etc., in the city of Montreal for the past thirty-eight years, having begun business back in 1866. The factory and sales room connected with this establishment are located at No. 193 Commissioner Street. The business is by no means confined to the above mentioned lines, for Mr. Sonne makes coal bags, waterproof horse and wagon covers, oilskin clothing, tarpaulins, etc. With the sportsmen he does a large business manufacturing tents, and he also has tents for hire. The firm has had a wide experience as sail makers for every description of vessels using sails, and it is particularly well known at this port for work in this line.

Charles Brandeis.

Mr. Charles Brandeis, Consulting, Electrical, and Mechanical Engineer, of Montreal, was born and graduated in England. He gained a wide experience in England, Germany, Austria, and in the United States before coming to this country, and is now acting as expert to a number of municipal and business corporations in designing and supervising hydraulic and steam, electric light, power, and railroad plants, etc.

Farand and Delorme.

The works of the firm of Farand & Delorme, boiler makers and blacksmiths, are situated at 228 Richmond Street, Montreal. The business was originally established in 1886 at the corner of William and Guy Streets, but a rapidly increasing demand for the goods manufactured by the firm necessitated the removal to more commodious and more modern premises. All kinds of sheet iron work is undertaken, but a specialty is made of the manufacture of boilers, flumes, water work tanks, stand pipes, light houses made of steel plate, draught tubes, smoke stacks, heaters, and pen stocks for water wheels. The annual output is about $45,000, the firm employing an average number of about 40 to 55 hands.

Messrs. Charles Farand and Eugene Delorme constitute the firm. Prompt estimates are made upon application at the offices at 228 Richmond Street, Montreal.

The Garth Company.

When it is noted that the well known hardware concern out of which the Garth Company has been developed, was established so far back as the year 1828, it need scarcely be said that it is one of the most reliable and substantial houses in their especial line of Canadian industry. The company's foundry is at the corner of Maisonneuve and Lagauchetiere Streets, the offices and factory premises are at 536 to 542 Craig Street, and the new and finely appointed show rooms at 2442 St. Catherine Street, Montreal. Specialties are made by the Garth Company of all kinds of gas and electric fittings and fixtures, steam and pipe, and fittings for plumbers, gasfitters, coppersmiths, brassfounders, engineers and every branch of the hardware trade.

The T. F. Moore Company.

One of the oldest and most popular establishments in the city of Montreal is that of the T. F. Moore Company, one of the leading houses in the supply of anthracite and bituminous coal. The house was established twenty-five years ago, beginning in a modest way, and by careful, shrewd management soon established the reputation of fulfilling all contracts with promptness and care. Among its clientele are many of the largest manufacturers, city and government institutions. The offices are located at 1099 Demontigny Street, under the personal supervision of Mr. George W. Crossan. Founded by T. F. Moore, the present company was incorporated in 1902.

During the last ten years dairying has become most important. There are over one million milch cows, and 9,600,000 domestic fowls. A profitable trade is carried on in beef, mutton, pork, and poultry. The egg trade is also a growing branch of industry.

Verret, Stewart and Company.

For more than fifty years the firm name of Verret, Stewart & Company, of Montreal, has been identified with the salt industry of the Dominion. The firm represents the Salt Union of England and the Canadian Salt Company. They import all kinds of salt for table, dairy, refrigerator, meat packing, cattle raising, and all other purposes, and ship to every part of the Dominion. The sole proprietor of the business is Mr. James Sutherland. The offices and warehouse of Verret, Stewart & Company, are at 12 Port Street, Montreal. Many of the greatest packing concerns in Canada are furnished with salt by this firm.

Miller Brothers and Toms.

This firm, which has been established upward of thirty-five years, confine themselves to general machine and millwright work, which includes the designing, manufacture, and repairing of all kinds of machinery. The firm are the sole Canadian agents for the Blackman ventilating fans, and they also manufacture many special lines, such for instance as the Hill patent friction clutch pulley and cut-off coupling, the Beaudry upright power hammer, derricks, and hoisting winches, and they make special machinery for grain elevators and conveyors. The firm recently moved into extensive premises at 88 Dalhousie Street, their works extending from Dalhousie Street, through to Ann Street.



The Chateau de Ramezay, Montreal.

In this old house, still occupying its original site opposite the City Hall, occurred many events noted in Canadian history. It has been preserved and is now used as a museum of curios and relics connected with Canadian life.

J. S. and D. Ferguson.

The firm of J. S. & D. Ferguson of 33 St. Nicholas Street, Montreal, has been established for upwards of twenty years, and is one of the most prominent in the salt trade of the Dominion. They import and deal in all kinds of English salts, supplying the wholesale trade of Canada, and distributing from coast to coast. Special importations are made of Liverpool coarse and fine salts, also dairy and table salts. The long experience of this firm in the trade render their judgment invaluable when purchasing any kind of salt for any particular purpose.

The Rolland Paper Company.

This industry was established in 1883 by the late Senator J. B. Rolland. The company's mills, situated at St. Jerome, are among the most complete in the country, the output being largely superfine writing and ledger papers. Among the well-known brands which are turned out of this factory might be mentioned Canadian Linen Ledger, Superfine Linen Record, Earnscliffe Linen Bond, Standard Pure Linen, etc., etc. The mills employ upward of three hundred hands, and the products of the company have won recognition wherever exhibited for years past.

Babcock and Wilcox, Limited.

The Canadian branch of the celebrated company of Babcock & Wilcox (Limited), the acknowledged head of the boiler-making firms of the world, was established in Montreal in 1897, the offices now being in the New York Life Insurance Building in the Place d'Armes. Mr. H. W. Weller is the manager for Canada, with headquarters in Montreal.

The company's business in Canada has developed in a rapid manner from the commencement, and as soon as the conditions warrant, it is the intention of the directors to establish large Canadian works for the manufacture of the boilers and steam accessories for which the company is so well-known.

Numerous important contracts have been carried out in Canada by Babcock & Wilcox, Limited, during the past few years, among the more representative of which mention may be made of the installation of the complete boiler equipment for the new Angus shops of the Canadian Pacific Railway, The Canada Car Co., Locomotive & Machine Co., Dominion Wire Manufacturing Co., Central Electric Co., The Singer Manufacturing Co. (for their new works at St. John's, P.Q.), Toronto Railway Co., Winnipeg Electric Railway, Halifax Electric Tramways, St. John Street Railway. A very large number of their boilers are also in operation at the works of the Dominion Coal Co., Dominion Iron & Steel Co., Nova Scotia Steel & Coal Co., and in other important plants.

During the past quarter of a century, the "Babcock & Wilcox" boiler has gone through a gradual evolutionary process, and at the present day the design and construction are the most perfect that science and ingenuity have been able to produce.

The leading principles observed in the design of the "Babcock & Wilcox" boiler were originally laid down by the late George Babcock, who was one of the pioneers in the discussion of the theory and practice of water-tube boiler construction, and who probably had a clearer idea as to the requirements of a perfect steam boiler than any other engineer who lived in the last century.

The "Babcock & Wilcox" marine boiler has been extensively adopted by the British and United States navies, and also by the merchant marine, and it is a notable fact that it was placed first in the Report of the Naval Boilers' Committee of the British Admiralty as suitable for warships. Since then these boilers have been ordered for H.M.S. "Argyll," "King Edward VII," "Hindustan," "Duke of Edinburgh," "Hermes," "Black Prince," "Dominion," "Commonwealth," "Britannia," "Lord Nelson," and "Minotaur," and also for a large number of United States warships, passenger and merchant steamers. We may also note that the Dominion Government have recognized the advantage of the Babcock marine boilers, and installed them in the Dominion ice-breaker "Montcalm," which has done such good work on the St. Lawrence during the past winter. She is fitted with four Babcock boilers of 1,125 horse-power each.

There are at present of the land type of "Babcock & Wilcox" boiler, over 5,000,000 horse power in use throughout the world, for every kind of industry, and particularly for electric lighting undertakings, electric railways, iron and steel works, foundries, electrical engineering works, tube works, chemical works, destructor works, etc., etc. The company's present output amounts to no less than 40 boilers weekly, while the output of the company's American works at Bayonne, N.J., is of about equal amount. In France the business is handled by the Fonderies et Atéliers de la Corneuve Chaudières, Babcock & Wilcox, with works at La Corneuve, near Paris, and in Germany, by the Deutsche Babcock and Wilcox Dampf-Kesselwerke-act-ges, with works at Oberhausen.

Water-tube boilers are, of course, the chief specialty of the company, but a very important section of their business has to do with the manufacture and sale of steam superheaters, mechanical stokers, coal conveyors, water-softening apparatus, heaters, steam piping, etc. The company has for many years past laid itself out for the supply of practically everything a steam user is likely to require for the boiler-house, and every kind of marine and land steam engineering work is undertaken by the company and its experts.

That the merits of the company's boilers are fully appreciated in Canada is evident from the fact, that during the past five years it has installed no less than 100,000 horse-power in this country. The leading features of the boiler on which the company lay particular stress is its high efficiency, great durability, and absolute safety. During the whole course of the company's history there has not been a single disastrous explosion of any of their boilers, and the explanation of this lies in the fact that the boiler is, in the first place, of the very best possible construction as regards workmanship and material, and in the second place, its design is such that a very rapid circulation is ensured, while at the same time the water in the boiler is divided up into small volumes by means of the sectional construction, so that if a tube becomes defective and gives way, the effect is entirely confined to the individual tube, which is only a fractional part of the boiler, and can easily be replaced by an ordinary mechanic at slight cost.

The head office of the company in Canada is located in the New York Life Insurance Company's Building, Place d'Armes, Montreal. In the basement of this building are three Babcock boilers operating the elevators, etc., of the building. There is also a small boiler installed with the brickwork of the setting only partially built, so that the construction and workmanship of the boiler can be readily appreciated. The company also has offices at Toronto, London, Glasgow, Manchester, Paris, Brussels, Milan, Berlin, Oberhausen, Sydney (N.S.W.), New York, Chicago, Boston, Philadelphia, Pittsburg, St. Louis, Rochester, Cleveland, Atlanta, New Orleans, Mexico City, Havana, San Francisco, Seattle, Los Angeles, Cincinnati, Minneapolis, Buffalo, besides having representatives all over the world.

Montreal Engine Works.

The business of the Montreal Engine Works has increased so rapidly during the past four years that it was found necessary to erect two additional shops in the summer of 1904, and plans are now being prepared for another large building. The proprietors are Messrs. William H. Chenery and Henery Domville, both expert engineers, with a thorough knowledge of every detail in iron founding. The designing and manufacture of every kind of machinery is carried on at the works for use in saw mills, tanneries, boot and shoe factories, laundries, breweries, glass and cement works, in fact the Montreal Engine Works contracts to equip every kind of plant with suitable machinery of the most modern and approved type. Specialties are made of malleable iron, steel, cast iron, bronze, brass, aluminum, and giant metal, the latter being unequalled in the trade for lightness and strength. Other specialties which are being turned out in large quantities by the firm are kerosene engines, giant metal gears, faucets with patent automatic locking attachment, and drop forgings, being the only work of its kind produced in Canada. The Montreal Engine Works have fitted up some of the most important plants in Canada, being now engaged, amongst other important contracts, upon the Carter White Lead Company's Works.

The works and offices are situated at 108 to 114 Dorimier Ave., Montreal.

George Brush.

The Eagle Foundry, which is owned and operated by the above-named gentleman, is one of the oldest businesses of the kind now in the Dominion, having been established in 1820. The works and offices are located at No. 34 King Street, and in the early days the firm made a specialty of marine engines, for at that time there was a great deal of ship building at Montreal and down the river. At the present, however, the attention of the firm is given to the manufacture of steam engines and boilers, milling and mining machinery, and such specialities as the Yeakley patent vacuum hammer, the Kingsley patent water-tube boiler, and the Blake patent stone and ore breaker, hand and power elevators, and similar machinery from an immense stock of patterns.

Warden King and Son, Limited.

This firm of iron founders was established in 1859, having at that time taken over the old Ste. Marie Foundry, formerly owned by the late Thomas Molson, Esq. In 1855 the Craig Street property was purchased, the foundry and offices still being on the same site to which many other properties have been from time to time annexed.

The firm's original designation was Rogers & King—Mr. Rogers retired in 1870, and some years afterwards the name was changed to Warden King & Son, and in 1901 was incorporated under the present title. The firm are best known, perhaps, as the makers of the Daisy Furnace, which has a large sale, not only in Canada, but throughout the world. The firm are manufacturers of steam fittings and stable fittings, and were the first in Canada to manufacture soil pipe. They have agencies in the various Canadian centres, and also in Britain and on the European Continent.



Entrance to Cote des Neiges R. C. Cemetery, Montreal.

Paul Lair.

Established in 1898, Paul Lair is the sole patentee and manufacturer of the celebrated "Lair" petroleum motors, while he also largely manufactures gas and gasoline engines and motors. His offices and works are at 1240 to 1242 Notre Dame Street, Montreal, and here may be inspected every variety of motor—stationary, marine, portable, horizontal, vertical—on all the most modern models, and rated at horse-power of different degrees. The "Lair" motors are now recognised as being superior to all others, and are in growing demand throughout the Dominion. All motors supplied by this firm are thoroughly tested in their shops, and are guaranteed by them to every purchaser for the term of one year. The great advantage these motors enjoy over others is that they work equally well with petroleum as with gasoline or gas.

The liberal-minded policy of British rule is no better illustrated in the world than here in Canada. The Premier is a French-Canadian, and has the unquestioned loyalty, respect, and even devotion of a great majority of the electorate; and the overwhelming majority of the Canadian population is of British lineage. Jealousy and race prejudice has a constantly narrowing place within her councils. One ambition is the aim of all, how to build up a greater and more prosperous Dominion.

Michaud Brothers and Company.

The firm of Michaud Brothers & Company, wholesale grain, feed, and flour merchants, has been established since 1892, the partners being Alexander Michaud and Charles Michaud. A feature of the firm's business is the supplying of the home requirements east of Montreal as far as Halifax. In addition, an extensive export grain trade is done with Great Britain and the continent of Europe, the firm shipping



Alexander Michaud.

wheat in large quantities to London, Liverpool, Bristol, Manchester, Glasgow, Leith, and other principal ports.

Michaud Brothers purchase from western producers, grain merchants, and the leading grain shippers of Winnipeg, Calgary, Edmonton, and throughout the North-West Territories, Ontario, and Quebec.

The firm deal principally in wheat, barley, oats, rye, buckwheat, corn, flour, and mill feeds of all kinds. The business is steadily expanding. The offices of the firm are at No. 91 St. Francois Xavier Street, Montreal.

The firm of Michaud Brothers & Company have embarked on a new and important enterprise for Montreal, having purchased an extensive piece of property on the south side of Notre Dame Street at Hochelaga, extending to the Harbor Commissioners wharf. A limited company has been formed with a capital stock of $200,000, to carry on a large grain, seed, flour, and mill feed business. A milling plant will be erected with all the most modern and up-to-date machinery and appliances; also, a large grain kiln dryer, combined with a grain elevator. It will be the most unique and complete plant of its kind in the Dominion.

C. E. Deakin.

Some two and one-half years ago Mr. C. E. Deakin associated himself with a prominent firm of builders and contractors in Montreal, his ability and thorough knowledge of his work attracting recognition from the first. In 1904 he launched into business in his own account, and speedily found his services in demand. Among the many important contracts he has obtained may be mentioned the work in the foundations of the extensive new plant of the Canada Malting Company; the factory of the G. B. Burland Company; and the gigantic building, 1,000 feet long, now being erected for the Canada Car Company by Mr. Deakin. His offices are at 11 St. Sacrament Street, Montreal.

The B. D. Martin Company, Limited.

This firm of grain merchants and exporters are located at No. 429 Board of Trade Building. They are large handlers of both Manitoba and United States grain for export, and the members of the firm are especially well-known on the floor of the Corn Exchange and Board of Trade. The officers of the company are Mr. A. P. Stuart, President, Mr. R. D. Martin, Vice-President, and Mr. E. S. Jaques, Secretary. The company is amply provided with the means and facilities for carrying on an immense business in their line, which is one of the great industries, that of handling grain throughout the Dominion of Canada.

Quintal and Lynch.

The growth and export of hay in Canada, and particularly in the Province of Quebec, which is noted as a hay-producing section, is a more far-reaching and important business than is generally supposed. The firm of Quintal & Lynch handle about 60,000 tons of hay per annum, chiefly exported to the English market, though the United States, France and Belgium also come in for their share. Mr. Joseph Quintal and Mr. Frank W. Lynch are both well-known in the trade, and the business conducted by them is a representative one. The firm's office is situated at No. 29 McGill Street.

Joseph Fortier.

The well-known stationery establishment of Joseph Fortier, 254 St. James Street, Montreal (the oldest in the city) has removed to more commodious quarters at 1790 Notre Dame Street, corner St. Peter Street, where a complete line of stationery of every description, and all kinds of office requisites are kept in stock. Orders for printing, ruling, bookbinding, and stamping of every description are carefully executed. Estimates in any of the branches are made promptly upon the receipt of any orders.

The new establishment of Mr. Fortier has been fitted with the latest improvements, and is now the most commodious stationery establishment in Montreal.

P. W. McLagan.

For upwards of twenty years Mr. P. W. McLagan has devoted his time and energies, not only to his own extensive business connection as a produce merchant, but also to the general improvement and development



P. W. McLagan.

of the produce trade of Montreal, and the furtherance of the development of the produce industry of the Dominion. He is one of the past presidents of the Produce Merchants' Association and a prominent member of the Montreal Board of Trade. Some months ago Mr. McLagan associated himself with the well-known concern of Lovell & Christmas, Limited, as joint managing director of the company's Montreal business.

The Major Manufacturing Company, Limited.

This firm, which does business at No. 600 Craig Street, was established upwards of thirty years ago, having from that time on carried forward the business of manufacturing paper boxes, folding boxes, wire goods and patent egg case fillers. The latter is a specialty of the company, the wholesale trade being supplied with them throughout the length and breadth of the Dominion. These egg cases, which are made of spruce fibre, which is odorless, are particularly well adapted for cold storage. They are locked securely at the intersections, there being no chance of coming apart. The idea is patented and is owned by this corporation. The fillers have a large sale among exporters, as the British trade value the use of them highly.

The Dominion Linseed Oil Company, Limited.

The mills of the Dominion Linseed Oil Company are established at Montreal, Toronto, Guelph, Elora, Baden, and Owen Sound. The company are the largest manufacturers of linseed oil, fine ground, coarse and nut ground linseed oil cake, flax seed and linseed meal in Canada, having amalgamated with the Livingston Linseed Oil Company, Limited, in 1902. The company continue also to manufacture and distribute Livingston's Calves Meal based on the composition of milk, Livingston's Feeding Cattle Meal, specially prepared for milk production, and Livingston's Ewe and Lamb Food.

John D. Duncan Company.

The John D. Duncan Company, of 66 Drummond Street, have reduced the production and distribution of fresh milk throughout the Canadian metropolis to a science, which, so far as human foresight can go, ensures the absolute purity of the lacteal fluid.

The company owns extensive farms at Howick, Quebec. The farms are models of hygienic arrangement for keeping the cows in cleanliness and robust health, by the closest attention to their feeding and housing, and by the continuous veterinary inspection and superintendence. The milk is shipped to the company fresh daily, bottled and distributed throughout the city. The company make a specialty also of the supply of table cream, whipped cream. Sterilized milk and cream are specially prepared for ocean voyages and tourists. The milk handled by the company is subjected to analysis by the milk commission of the Montreal Medico-Chirurgical Society, which constitutes a reliable guarantee to the consumer of its quality.

The company is the licensee of the Walker-Gordon Laboratory Company. Modified milk being prepared by its world renowned formula, in accordance with physicians' prescriptions for the scientific feeding of infants and invalids. The President of the company is Mr. John D. Duncan, Mr. Norman W. Lyster being the Manager.

J. J. Dickey.

The cheese and butter exporting business of J. J. Dickey (successor to Charles Bate), was originally established in Brockville, Ont., where is a branch and cold storage of a capacity of 30,000 boxes of cheese, but the rapidly increasing business with England necessitated the establishment of the present headquarters at 29 William Street, Montreal.

Mr. Dickey is transacting an ever increasing business, having representatives in all the leading markets in Great Britain. Shipments passing through his hands are readily placed, being invariably of reliable quality and condition.

Hudon and Orsali.

Foremost in the wholesale grocery trade in Montreal is the long established and well known firm of Hudon & Orsali. This large commercial house has only recently occupied the magnificent and spacious building which has been erected for it on St. Paul Street.

Built in brick, with cut stone serving as a border around the windows, and its six well-lighted storeys, the building has a splendid appearance.

The first floor, occupied by the staff of the house, is furnished with beautiful oak desks, cupboards and furniture; the wainscotting is in varnished cotton tree and the ceilings in diagonal panels.



The Hudon and Orsali Building.

The building is profusely lighted, the windows opening on St. Paul and Vaudreuil Streets. Artificial light is not required until sundown.

From the top storey one gets a very fine view of the St. Lawrence River.

There are four elevators in the building, two of which are run by electric power.

Five doors opening on Vaudreuil Street give easy access to the building and provide for the entrance and outlet of goods.

The business comprises a general line of groceries, teas imported from Japan, liquors and wines of all sorts. A specialty is made of tea trading, direct importation being carried on with Japan. In this line the "Signal" trade mark is the registered trade mark of the house, as also the "Gem" and "Ceylon" marks.

Messrs. Hudon & Orsali have the sole agency in Canada for Simpson's Scotch whisky, which is a favorite stimulant in use in the English House of Lords; and the French cognac of J. Courard & Sons.

The firm of Hudon & Orsali was founded in 1875 by Messrs. Firmin Hudon and Alexander Orsali.

On the death of Mr. Hudon, in 1897, Mr. Orsali took Mr. Albert Hudon into partnership, who up till then had been proprietor of the Spinelli Vermicelli and Macaroni Works. It was only last year that Mr. Hudon disposed of this business.

The house of Hudon & Orsali are to-day established in a building worthy of its past, of the bright prospects for the future, and of the large trade which will not fail to continue its patronage when it has been remembered that no expense has been spared to give the public satisfaction in the preparation and shipment of the goods.

Cunningham, Strain and Wray.

Cunningham, Strain & Wray is the name of the most recent and successful combination of forces in the wholesale wine and spirit business in Canada. The composition of the firm is in itself a guarantee that anything handled by them will be successful. Both Mr. James M. Cunningham and Frank A. Wray are experienced salesmen, having been "on the road" for many years, and are personally known to every wholesale buyer of wines and liquors in Canada. It may be safely said that no travelling salesmen have more friends amongst the trade than both these partners. It is their intention to remain "on the road," while Mr. Harry J. Strain, who has many friends in the city of Montreal, will devote his attention to the business and financial end, at the office of their firm, which is located at B33 Board of Trade Building, Montreal. Messrs. Cunningham, Strain & Wray are looked upon as one of the most progressive firms in Canada, and having seven representatives calling upon the trade in different portions of the Dominion, the reputation of the firm is sure to be sustained.

They represent in Canada the following foreign houses:—Harvey Macnair & Co., London, proprietors of the famous "Black Bottle" Scotch; Stewart, Galbraith & Co., Ltd., distillers, Campbelltown, Scotch Whiskey; Dunville & Co., Ltd., Belfast, Irish Whiskey; J. Calvet & Co., Cognac, France, brandy; Geo. Phillips & Co., London, gins; Gonzalez, Byass & Co., Ltd., Oporto, port wines; L. Elichagaray, Bordeaux, clarets; Stone & Son, London, bottlers of Bass Ale and Guinness Stout; the above firms are among the leading shippers of the world, and Messrs. Cunningham, Strain & Wray are in a position to compete with any other firm doing business in Canada.

What does a young man want? If he seeks a fortune, he need but study the means whereby the millionaires of the United States made their piles, to see that they took advantage of conditions very similar to those that now exist in Canada, and which no longer exist in the United States.

William Nivin and Son.

This firm is one of the oldest produce and commission houses in Montreal. Its founder, Mr. William Nivin, was born in England the year of the French-Canadian Rebellion, 1837, came out to Canada in 1856, and entered into business in this city, where he has since resided. In his younger days Mr. Nivin was prominent among the officers of the Canadian Militia, being one of the first officers to hold a commission in the Victoria Rifles at the formation of the corps in 1862, he being at that time Captain of No. 2 Company. In the sixties he was one of the presidents of the now extinct Mercantile Library Association, and for years has been a prominent member of St. George's Society, and served as Vice-President and President of that organization.

He is one of the oldest members of the Montreal Board of Trade, and from 1864 was for some time a member of the Montreal Corn Exchange Association, he also served for two years as President of the Montreal Produce Merchants' Association. The firm's chief energies are devoted to the export of dairy produce.

The offices of the firm are located at No. B. 20, Board of Trade Building.

Evans and Sons, Limited.

This firm of wholesale druggists, one of the largest and most important in Canada, is located at Nos. 32 to 36 St. Gabriel and 37 to 41 St. Jean Baptiste Streets, Montreal. The business was established in 1864 by Evans, Sons Co., Liverpool. In 1902 the increasing business compelled an enlargement of the warehouses and laboratories. In the latter are manufactured pharmaceutical preparations, Evans' antiseptic throat pastilles, and Montserrat sauce. The firm represents in Canada many well known preparations, such for instance as Montserrat Lime Fruit Juice, Beecham's Pills, and Eno's Fruit Salts. The directors of the company are Messrs. John J. Evans, Edward Evans, A. B. Evans, and W. P. Evans, of Liverpool. The resident director in Canada Mr. Alfd. B. Evans.

The H. D. Metcalfe Company, Limited.

The H. D. Metcalfe Company, Limited, is one of the most important grain exporting concerns in the country. Mr. H. D. Metcalfe, the President of the company, personally superintends the operations on the Montreal Board of Trade, and his brother, Mr. T. H. Metcalfe, represents the company on the Winnipeg Grain Exchange. The company's cable address is "Metcalfe." The offices of the company are in the Board of Trade Building, Montreal, and in the Grain Exchange, Winnipeg. The important position of Secretary-Treasurer of the company is ably filled by Mr. H. H. Snowdon.

James Scott and Company.

One of the most important export trades of Canada, and particularly of the Province of Quebec, is that of hay, of which large quantities are sent abroad each year. For more than twenty years James Scott &



James Scott & Company.

Company, with offices, salesrooms, and warehouses located at No. 132 St. Antoine Street, have been prominent in this business. The firm are large customers of the farmers throughout the Province, and in turn ship great quantities from Montreal to such ports as London, Liverpool, Glasgow, and Bristol. This firm's connections in the foreign markets are exceptionally good, and they also do a large business in produce and grain in the local markets. The firm is one which can be depended upon to handle only the best of everything.

American Fluid Beef Company.

The American Fluid Beef Company was established some six years ago by the late Mr. Sydney Daignault, for the purpose of manufacturing "Beefene," which is acknowledged to be one of the latest and most improved productions of concentrated food. It is prepared from the choicest selections of beef extracts blended with the fibrine and albuminous principles of prime Canadian beef. The sole proprietor of the business is Mr. A. M. Wovenden, under whose capable direction the concern is assuming an important standing in the food products industry. The company's offices and manufactory are situated at 236 and 238 St. Paul Street, Montreal.

It is difficult for those living in Europe, where all land is occupied and sold only for a high price, to understand that some of the best farming land on the continent of America is to be had almost for the asking, by anyone who wishes to cultivate it.

O. McDonnell.

The firm of O. McDonnell, of No. 128 Wellington Street, the leading hay, straw, and fodder merchants, of Montreal, was established as long ago as 1880. Mr. James McDonnell is now the sole proprietor, and as an



James McDonnell.

expert judge in his own particular line of business he has no superior in the Dominion.

In addition, he carries on an extensive wholesale and retail grain business. This concern is among the largest shippers of hay, straw, fodder, and grain for the export trade, and when it is mentioned that its supply contracts embrace nearly all the leading horse owners of the city of Montreal, the City Fire Department, the City Scavenging Department, the Montreal Stock Yards, the Montreal Light, Heat & Power Company, Meldrum Bros., Ltd., Cunningham & Wells, Ltd., etc., and that the business, already large, is rapidly increasing, it will be seen that Mr. McDonnell is in the first rank of his branch of the produce industry. He is also an active member of the Montreal Board of Trade and Corn Exchange.

Gillespies and Company.

This firm of general commission agents is one of the oldest on the Continent, and is well-known from one end of the Dominion to the other. The members of the present firm are James A. Gillespie and George Gillespie; the business was originally established sometime prior to 1750 by the ancestors of the present partners. The house was first located in London, Eng., and in Quebec, opening subsequently in Montreal. At various times the Gillespies of the different generations formed partnerships with the Moffatts, the Greenshields, and the Patersons, all well-known in the commercial history of Canada. The best known perhaps, was the firm of Gillespie, Moffatt & Co., with establishments in London and Montreal. The present firm represents some of the most famous houses in the world, in teas, liquors, etc.

R. A. Lister and Company, Limited.

This firm of dairy machinery manufacturers has its headquarters at Dursley, Eng., with branches in London and Gloucester. The company in extending its business into Canada began by opening a branch in Montreal in 1898, and has since established hundreds of agencies throughout the Dominion. At Winnipeg the business is conducted through the Melotte Cream Separator Company, Ltd., thus covering Manitoba and the Territories. In British Columbia E. G. Prior & Co., Ltd., of Victoria and Vancouver, are sole agents. The Melotte Cream Separator is the company's specialty. It has a high reputation and a large sale throughout the country.

Frederick Fowler.

In the cheese exporting business in Montreal there are few names better known than that of Frederick Fowler, whose office and salesrooms are at Nos. 111 and No. 113 King Street, Montreal. Mr. Fowler, who



Frederick Fowler.

is a prominent figure on the country cheese boards and on the Board of Trade, ships largely to such ports as Liverpool, London, Manchester, Bristol, and Glasgow, where he has valuable connections. He is known as an expert judge of cheese, in which trade he has been actively interested for a good many years, his experience having been such as to ensure both he and his customers getting exactly what they pay for.

The Canadian lakes, rivers, and mountains are among the most favored resorts of th ecntinent, being visited each year by thousands of seekers after health and pleasure.

The Bellevue Cafe.

The Bellevue Cafe and Grill Room, situated i the Bellevue Mansions at the corner of Metcalfe Street, St. Catherine Street,, and having a fine entrance on Dominion Square, is undoubtedly the most fashionable,



The Bellevue Café.

complete, convenient, and luxuriously appointed restaurant in Montreal's uptown district. The magnificent public room, supplemented by the private dining rooms, render the Bellevue Cafe the principal select resort after the theatres. Mr. N. Gravel, a caterer of great experience, for many years the proprietor of the Board of Trade Cafe down town, manages this establishment on lines equalling the restaurants of the world's largest cities.



A. L. Hibbert.
Exporter of Butter and Cheese,
30 William Street,
Montreal

Dinning and Eckenstein.

Brokers and Underwriters.

This firm, who occupy a suite of offices in the Merchants Bank building, Montreal, are, to our knowledge, the only one in Canada who make a business of selling and exploiting patents (especially mechanical), both Canadian and foreign. Their business in this line is very extensive, reaching practically all the civilized world. In addition to this, they are engaged in the underwriting of stock and the organization of companies for the working of patents, a number of which are under their control. They recently organized The International Bolt Company, Ltd. This company owns twenty-six (26) patents of great commercial value, in Europe and elsewhere. At present they have several other companies in process of organization.

Their success in this line is attributed to the fact that they refuse to interest themselves in anything that is not an absolutely proved proposition, and unless it is in their opinion and in the opinion of others competent to judge, of commercial value; by adhering to this principle closely, their judgment in matters of this kind is seldom at fault.

Freeman's.

The most fashionable down-town restaurant in Montreal is Freeman's, which has been established since 1863. Its reputation was thoroughly established by the founder, the late Allan Freeman, who by his high-class catering, secured the patronage of the elite of the commercial world of the Canadian metropolis.

The fine premises are luxuriously appointed with every modern convenience. The cuisine is unexcelled in the city. The service is perfect, and while the ground rooms are reserved for gentlemen, the upper part possesses accommodation for ladies with or without escort. Mr. Frank Gallagher, the sole proprietor, is a most popular landlord, and experienced administrator of a high-class cafe.

Hotel Riendeau.

This large and commodious hotel is situated in the heart of the ancient part of the city, at 58 and 60 Place Jacques Cartier, the great square where the produce markets are held. It is in close proximity to the Courts of Justice and City Hall. Surrounding it are some of the most interesting monuments to be seen in Montreal. The quays and piers are close by. It is managed in first class style by the proprietor, Mr. J. Arthur Tanguay, and guests receive the best of modern accommodations at moderate rates.

Ontario is the most populous of all the Canadian Provinces. It is dotted with cities and towns of the first order. Perhaps nowhere can be found more wealth and refinement with the same given number of people than in the Province of Ontario, Canada.



John J. McGill,
Montreal.
Chairman Quebec Branch Canadian Manufacturers' Association.

The James McCready Company, Limited.

The largest boot and shoe manufacturing concern in Canada, is the James McCready Company, Limited. The business of the company was founded upwards of forty years ago, and attained such large dimensions that in 1902 it was deemed advisable to incorporate. In that year the existing extensive factory, offices, and plant situated on Mount Royal Avenue, Delorimier, near Montreal were completed. It has a working capacity of 3,000 pairs of boots and shoes per day. Men's, women's and children's footwear of every description are made and distributed by this company direct to the retail shoe trade throughout the Dominion, thus cutting out intermediate profits of wholesalers, jobbers, and middlemen. The President of the company is Charles F. Smith, the Vice-President and Managing Director Clarence F. Smith, and the Secretary-Treasurer John Hammill.

George Ducharme and Company.

Established in Montreal in 1891, the firm of George Ducharme & Company have gained an enviable reputation as manufacturers of high grade pianos, from British Columbia to Nova Scotia. The firm's sales extend all over the Dominion, and the business is constantly increasing. The factory is situated at 899 Sanguinet Street, corner Mount Royal Avenue, Montreal, and is fitted with the latest and most up-to-date machinery used in the manufacture of modern pianofortes. Mr. Ducharme's long and valuable experience in the industry in which he has become so prominent, guarantees the production of pianos, which for richness and delicacy of tune, combined with power and durability, are not excelled. ,

D. Morrice, Sons and Company.

This firm of selling agents and distributers for some of the largest manufacturing concerns in Canada, was established by the present senior partner of the firm, Mr. David Morrice, in 1863. The firm is looked upon as one of the principal high class dry goods commission houses in Canada. The firm are sole selling agents for the Canadian Colored Cotton Mills Company, the Auburn Woollen Company, and the Penman Manufacturing Company. The firm also control the output of the Gibson Cotton Mills Company, Ltd., and the Hamilton Cotton Company. The firm are large exporters of Canadian manufactured cotton fabrics, these going chiefly to the cities of New Zealand and Australia. The members of the firm are Messrs. David Morrice, W. J. Morrice, D. Morrice, Jr., and R. B. Morrice.

William Crawford and Son.

Established in 1880, one of the most reliable firms of bedding manufacturers in Montreal, is that of William Crawford & Son, whose offices and show rooms are situated at 555 William Street, Montreal. Mr. William Crawford, the founder of the firm, has had perhaps the largest practical experience of his branch of manufacture in Canada. The firm's mattresses and pillows command the best prices in the Canadian market, and bear the reputation of being the best of makes. The joint management of the business is in the hands of Mr. Thomas A. Crawford, son of the founder. Mattresses are made of hair, flock, wool, and feathers. The factory is up to date, and has the modern electric motor machinery. An important branch of Messrs. Crawford & Son's business is that of renovating feathers and upholstering furniture.



E. F. Craig.
Chief Grain Inspector, Montreal.

The Dominion Cotton Mills Company, Limited.

With an annual output of $3,500,000, a capital stock of considerably over $5,000,000, and employing 3,500 hands in its seven mills, the Dominion Cotton Mills Co. stands very close to the top of the list among the giant enterprises. The company, which saw its inception with Mr. Victor Hudon of this city in 1871, the first mill being located at Hochelaga, Montreal, became incorporated under the above title in 1891, succeeding what was then known as the Hochelaga Cotton Co. Immediately following the organization of the present company came the purchase of the Magog Textile Print Co., the Kingston Cotton Co., the Moncton Cotton Co., the Windsor Cotton Co., the Halifax Cotton Co., and the Craven Cotton Co., thus extending the business to all portions of the Dominion with what might be called one giant sweep of consolidation.

The Montreal Cotton Company.

The mills of this corporation, which are models serving as a standard in Canada, are located at Valleyfield, P.Q., the selling agents being Messrs. Stevenson, Blackader & Co., No. 316 St. James Street, Montreal, and Mr. Fred. Lacey the general manager. The company employs some three thousand hands, and the weekly wage bill amounts to about $60,000 per month. Not only is the manufacture of cotton carried on at these mills, but most elaborate dyeing and bleaching works are also located here. The company makes a specialty of dyed linings. The latest additions to the plant were the Gault mills, which were erected quite recently, and which are fitted with every possible contrivance for turning out the best of cotton goods at the least possible cost. The company operates some five thousand looms, the machinery being driven by a combination of hydraulic and electrical plants, the River St. Lawrence furnishing 4,500 horse power.

The British American Import Co.

In the year 1889 Mr. Carl Rosenberg established the British American Import Company, of which he is still the sole proprietor, and founded one of the most prosperous wholesale dry goods and woollen businesses in Montreal. Starting in a comparatively small way, this business has expanded in a wonderful manner, until the circle of Mr. Rosenburg's customers now extends from East to West, all over the Canadian Dominion. His motto is progress, and his enterprise has succeeded principally from the fact that he imports the highest class of dry goods and woollens from Manchester, Bradford, Leeds, and the principal manufacturing centres of Great Britain. The British American Import Company is known throughout the city of Montreal and the country in general by the excellence of all goods bearing their vouching. The company occupies the whole of the commodious building at 364 St. Paul Street, Montreal, where one of the largest stocks is carried, and can be inspected by all visitors to the city. The company also handles domestic manufactures, and thus encourages the native industries, but Mr. Rosenburg insists upon only dealing in the very highest qualities, which will favorably compare with imported materials.

Mr. Rosenburg is also interested in the Canadian Importing and Jobbing Company, Limited, Winnipeg, Man.

A. Ramsay, Son and Company.

The business of A. Ramsay, Son & Company was originally established in 1842, and has become one of the most important concerns in the Dominion manufacturing paint, oil, and varnish. In addition the

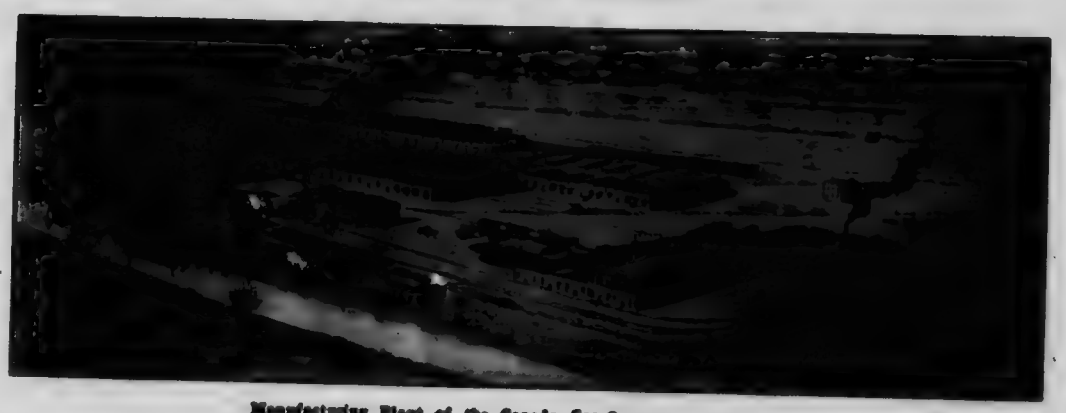


A. Ramsay.

company largely import window glass, plate and ornamental glass, painters' supplies, artists' colors, etc. The company's warehouse and offices are at 37, 39 and 41 Recollet Street, the paint factory at 16-22 Inspector Street, and the varnish factory at 106 William Street, Montreal.

The Lindman Truss.

That modern surgery has been greatly aided where it is necessary, in certain cases, that the sufferer should wear a truss, by the invention of Bernhard Lindman of Montreal, has been fully demonstrated in various ways. Mr. Lindman invented his truss nearly twenty years ago, and obtained patents for it in 1887, 1888, and 1889. Since that time he has manufactured and distributed some hundreds of thousands of the various combinations throughout the world. His headquarters and operating parlors, where properly qualified and skilled surgical attendants are available at any hour, are at 130 Peel Street, Montreal.



Manufacturing Plant of the Canada Car Company, Montreal.

Canada Car Company.

One of the largest manufacturing enterprises in Canada is the Canada Car Company, Limited. This Company is just completing the erection of one of the most complete car plants in the world at Cote St. Paul at a cost of upwards of $1,000,000. The plant will have a capacity of 600 freight cars, 15 passenger coaches, and 30 street cars per month, and on its completion in August, will start with 1,500 hands, and will require at least 2,000 when in complete operation. This plant has been designed on the most modern and up-to-date lines, and equipped with all the latest and most improved machinery invented for this special industry so as to insure the lowest minimum cost of production. The motive power will be generated by electric turbines transmitting the force to over 100 motors for driving the machinery. With this large capacity and the facilities for the most economical construction, not only the demands of all existing railroads and street car lines, but that of those contemplated, can be supplied within the Dominion of Canada without any further necessity of going outside for railrosd or street cars or any of their parts.

The Canada Car Company's offices are in the Board of Trade Building, Montreal. The officers of the company are: W. P. Coleman, President; Sir H. Montagu Allan, Vice-President; N. S. Reeder, Jr., Assistant General Manager; James Coleman, General Superintendent; R. B. Edwards, Auditor. The directorate is composed of the following well known gentlemen: Frederic Nicholls, H. S. Holt, E. L. Pease, Sir H. Montagu Allan, F. N. Hoffstot, A. H. Larkin and W. P. Coleman.

Morton, Phillips and Company.

This house of wholesale and retail stationers, printers, book manufacturers, and blank book makers is looked upon in the wholesale and financial district of Montreal as one of the old established institutions of the city, for it is with this class of trade that the house of Morton, Phillips & Co. are best known. The firm has been conducting its increasing business at its present location, Nos. 1755 and 1757 Notre Dame Srteet, for many years, making a specialty of manufacturing to order day books, cash books, ledgers, etc. Banks and large commercial houses throughout the city depend greatly upon this firm for all office supplies used in their business. The firm's manufacturing plant is most reliable, complete, and up-to-date.

John Kay, Son and Co., Limited.

The Montreal agency of John Kay, Son & Company, Limited, the well-known furniture manufacturers and artistic house furnishers of Toronto, Ont., is situated at 33 Belmont Street. It is controlled and owned by Mr. George Haysey, an expert upholsterer well known in Montreal Mr. Haysey has a fine display of furniture, carpets, upholstery, curtains, and every artistic requisite for furnishing the home, for which John Kay, Son & Co. are justly celebrated throughout the Dominion. The demand of Montreal citizens is becoming of such a character as to make the selection of an expert like Mr. Haysey quite essential in consulting about the proper thing to use in house furnishings of this character.

Davies' Restaurant.

There is no restaurant in the city of Montreal where a well cooked, generous meal, served in smart and cleanly style can be obtained at so small a charge as at Davies' Restaurant, 133 St. Peter Street. Consequently it is one of the most popular resorts. The proprietor, Mr. David Davies, quitting his original occupation some years ago, has undoubtedly found his true vocation as a refreshment caterer, and by the great success he has made, has thoroughly demonstrated his adaptability for his present business. The meals and cooking remind you of home comforts, while the attendance equals that of the more expensive restaurants. Students of economy, whether visitors or residents, find every satisfaction at Davies' Restaurant.



F. W. Thompson,

Vice-President and Managing Director of the Ogilvie Flour Mills Company, Limited.

Mr. Thompson is acknowledged one of the best informed business men in the Dominion, and is engaged in several enterprises which will add great strength to Canadian affairs.

Hodgson Brothers, Limited.

The most prominent among Montreal's great export firms is Hodgson Bros., Limited, exporters of butter and cheese, of which Mr. Arthur Hodgson is President and Mr. H. A. Hodgson is Vice-President. Their exportation of Canada's two leading dairy products reaching the tremendous sum of eight millions yearly.

Mr. Arthur Hodgson, the President and senior member of the firm, was President of the Board of Trade of Montreal, and also chairman of the Committee of arrangements appointed by the Canadian Government to meet and entertain the members of the British Chambers of Commerce on the occasion of their visit to Montreal in 1903, when he was presented with a magnificent silver bowl, as a mark of the appreciation in which he was held by that distinguished body.

Mr. H. A. Hodgson, the Vice-President, is a popular and prominent member of the Board of Trade and a member of the Governing Council.

The Thomas Davidson Manufacturing Company, Limited.

One of the largest enamelled and tinware manufactories in Canada is that of the Thomas Davidson Manufacturing Company (Limited), of Montreal. This concern has extensive works and warehouses on Dominion, Albert, Delisle and Vinet Streets, Ste. Cunegonde, where there are employed upwards of 900 in Canadian business circles, and his liberal and, at the firm name of Thomas Davidson & Co., in 1895 it was incorporated as a joint stock company with Mr. James Davidson, President; Mr. T. Chas. Davidson, Vice-President; Mr. John Hamilton, Secretary; Mr. Edward Goodwill, Director.

The product of this immense factory consists of enamelled ware, lithographed, japanned, pressed and plain tinware, sheet iron and steel ware, galvanized ware, copper ware, wire goods, etc.

The company maintain agents in Newfoundland, Australia and the West Indias to look after their exports to these countries.

They also have a warehouse in Winnipeg, from which immediate shipments may be made on western orders.

This is one of the really big establishments of Montreal, and is most progressive in its management. The President of the company, Mr. James Davidson, although a young man, has taken a prominent position in Canadian business circles, and his liberal, and at the same time, aggressive control of this great enterprise, meets with considerable admiration.



Nicholas de Struve,

Imperial Consul of Russia for Canada, Russian Consulate, 90 St. James Street, Montreal.

Charles Gurd and Company.

Familiar as a household word. In fact a household word itself of frequent and satisfactory use is the name of Gurd's. It stands for "the best." It is a prefix to the best ginger ale, soda water, apple nectar, ginger beer, sarsaparilla, cream soda, seltzer, vichy, and a score of other beverages and medicated or natural



Mr. Charles Gurd.

mineral waters. Gurd's waters are used by everybody of wholesome and sensitive taste. They are "made in Canada" by Messrs. Charles Gurd & Co., Montreal. They have demonstrated their superiority in winning gold medals at Paris, Ottawa and Montreal; other medals at Chicago, London, England, etc., totalling 3 gold, 3 silver, and 5 bronze medals and 18 diplomas, the highest award in each instance at the various world's large exhibitions. They are the standard for excellence and purity of manufacture.

Lawrence and Company, Limited.

At 251 St. James Street, Montreal, is located the firm of Messrs. Lawrence and Company, Limited. Mr. A. T. Lawrence, President and General Manager. An office and warehouse is also maintained at 346 Water Street, St. John's, Newfoundland, to which colony they make a specialty of exporting Canadian, United States, and English-made goods, representing some of the largest firms in these countries. The Canadian business consists chiefly of duplicating counter check books, advertising calendars, and novelties. They represent the firm of F. Oscar Brauer, of Buckholtz, Germany, one of the largest manufacturers of these goods in the world.

The firm carries an enormous variety, from which to select, and has been in business since 1899.



P. Edouard Beaudry,

Real Estate and Investments,
66 St. James Street, Montreal,

George Belanger.

Mr. George Belanger, located at 39-41 Bonsecours Street, Montreal, carries a line of agricultural implements, carriages, engines, etc., representative of the very best makes in the Dominion; a list of these goods can be found in the display pages of this work, and a visit to his warehouse will prove of interest to any intending purchaser.



Walter Paul,

Wholesale and Retail Grocer, Fruit and Provision Merchant,
Corner St. Catherine and Metcalfe Streets, Montreal.

The J. W. Harris Company, Limited.

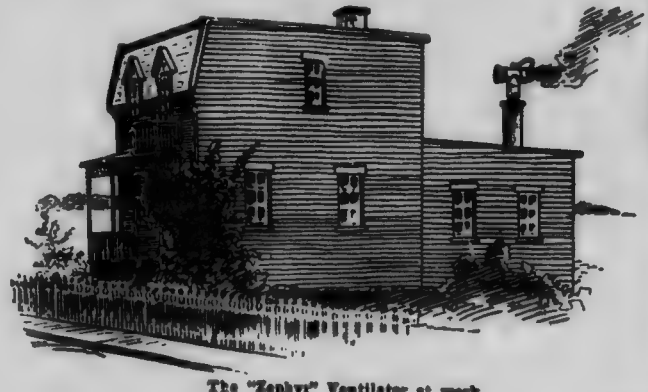
(Succeeding Messrs. Lessard and Harris.)

Mr. J. W. Harris, formerly of the firm of Messrs. Lessard and Harris, has recently taken over the entire business of that firm, Mr. Lessard retiring, formed the J. W. Harris Co., Limited, and is now carrying on the general contracting in that name.

This well established business has to its permanent credit some most substantial structures. It has completed some of the largest work in Canada; for instance, the Angus shops of the C.P.R. near Montreal, one of the largest buildings under one roof in the world was constructed by them, and are pronounced the most complete and finest equipped railroad shops on the continent, and constitute an addition to industrial Montreal, the value of which is most pronounced. The Mount Royal Club in Sherbrooke Street, Montreal, now building, serves as a further illustration of the success of Mr. Harris as a builder. This club-house, which is being erected for the most wealthy social organization in the city, stands on a prominent corner of this most fashionable of the city's streets, and as it nears completion the beauty and excellence of the workmanship of its construction becomes more apparent. Other large and important contracts are under way, both in and outside the city.



Mr. J. W. Harris.



The "Zephyr" Ventilator at work.

In addition to a very successful contracting business, the Company is the manufacturer of several valuable patented devices used extensively in the building trade. One of these is the New Harris Filter, made in various sizes, designed for both large and small buildings, offices power houses, factories, etc. The operation of this filter is by no means complex, the water passing through it much as gas passes through the meter. The process is such, however, that thoroughly, pure, clear water is the result.

Two styles of ventilators, the "Aeolian" and the "Zephyr," are also manufactured. The Aeolian Ventilator has proved itself superior to any on the market, and the firm have dozens of testimonials speaking of it in the highest possible terms. The Zephyr Ventilator which is constructed upon a different plan to the Aeolian, is proving equally successful. Where a powerful draft is necessary, as in the case of burning soft coal, this is the ventilator to use.

Another specialty manufactured is an expansion conductor pipe. This pipe has had several winter's use, and it has shown that it will not burst from frost, and in that period it has never been found necessary to renew a foot of it.

The following testimonials, selected from a large number, resulting from the use of the "Zephyr" and "Aeolian" Ventilators, will show the favor in which they are held by the users.



The Aeolian Ventilator.

Montreal, June 1st, 1903.

The Thos. Davidson Manufacturing Co'y., Montreal.

Messrs. J. W Harris Co.
City.

Gentlemen,

I have yours of the 30th ult., with reference to your "Zephyr" Ventilator, which I have been using on chimney, to perfect satisfaction for last 6 or 7 months. Previous to putting this on I tried several other styles of Ventilators, but could not get chimney to work.

I am pleased to say that this is perfectly satisfactory now.

Yours truly,
J. DAVIDSON.

Montreal, June, 1901.

Messrs. J. W Harris Co.

Dear Sirs,

We have been using two (2) of your "Aeolian" Ventilators for the past three years and would say that they have given entire satisfaction and are certainly all that you claim for them.

Yours respectfully,
WARDEN KING & SON.

The manufactory and offices of the J. W. Harris Co., Ltd., are located at 7 St. Elizabeth Street, Montreal.

The De Laval Cream Separator.

For a number of years no industry has received the attention as has that of Agriculture, especially in Canada; chief among its products is that of Butter and Cheese, the value of which has amounted to many millions of dollars. In order to produce the best,—and of which Canada ranks first,—it is quite essential, especially in butter working, that means be taken to obtain the butter fat (or cream) from the milk in its best condition and as quickly as possible, this fact caused the invention of the Centrifugal Cream Separator, first of such being the De Laval, in 1877. These have been improved until to-day they stand pre-eminent in a class by themselves, being used by 95% of the butter factories, and thousands of dairymen as well.

The De Laval Cream Separator, when first introduced in Canada in 1888, like all new inventions, the first years were devoted to education; when, in 1894, the Canadian Dairy Supply Co., now at No. 109-113 D'Youville Sqr., Montreal, was formed for the Canadian Selling Agency. The sales increased to such an extent it was necessary to divide the Dominion into sections in order that closer attention could be given, with this in view the De Laval Separator Co. established a branch Sales Department at No. 248 McDermot Ave., Winnipeg, Manitoba, to look after Western Canada; another Branch located at 75-77 York St., Toronto, Ontario, to look after central Canada, leaving the Canadian Dairy Supply Co. to look after Eastern Canada.

The manufacturing of these machines in Canada is done by the De Laval Manufacturing Co., No. 173-177 William St., Montreal.

Dairymen and owners of creameries throughout Canada will find it decidedly to their advantage to investigate the merits of the De Laval Separator. Every opportunity for doing so will be given if the Sales Departments are addressed.



Martineau and Prenoveau,

Contractors.

The latest addition to the Montreal Court House, which is a type of beautiful architecture. The firm of Messrs. Martineau and Prenoveau were the contractors who have been responsible for the good work done on this substantial addition.

J. P. O'Shea and Company.

The factory and offices of J. P. O'Shea & Company, practical glass workers, is situated at 82 St. Gabriel Street, Montreal, at the corner of Craig Street. This is the only firm in Canada which work original artistic designs in glass by grinding, drilling, bevelling, and chipping. All the latest designs are made in ornamental wheel and sand cut glass for doors. They manufacture mirrors and fancy door lights, and make the resilvering of mirrors a specialty. The firm are also extensive importers of British and Belgian plate glass. Mr. J. P. O'Shea, the proprietor, is a practical glass worker of years of valuable experience himself, and gives personal attention to all contracts.

Hiram Levy.

This thriving business in wholesale woollens and tailor's trimmings was established in 1882 by Mr. Hiram Levy, who has been succeeded by Messrs. David and William Levy. Something of the progressive methods and reliable dealings of the firm may be judged from the fact that the business has increased over 485% during the past ten years, and now occupies the entire premises at 198 McGill St., Montreal.

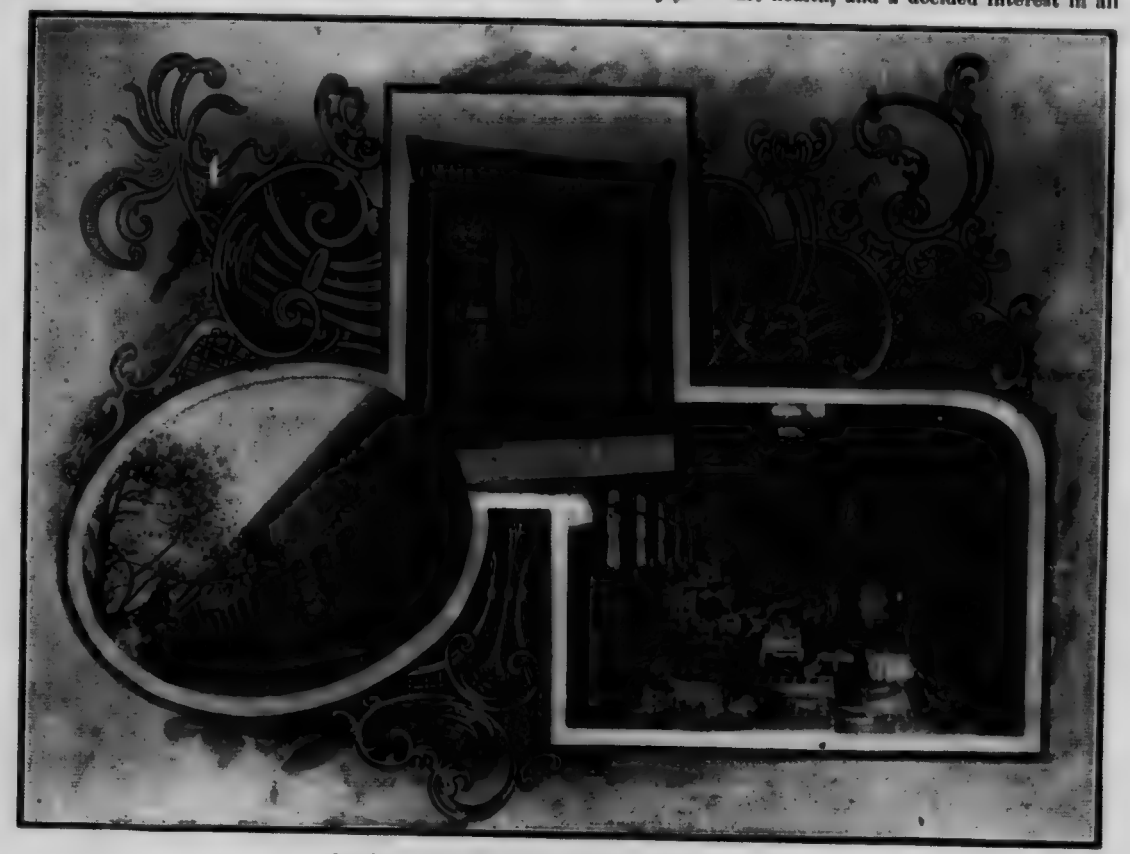
Importations are made direct from the world's greatest and best markets.

The manufacturing department under the name of the British American Overall Co., has attained a high rank in the Canadian field.

P. Amesse.

For upwards of forty years past the name of Pascal Amesse has been a synonym for iron founding work of the highest character of finish and super excellence of workmanship. Mr. Amesse has been known in Montreal for practically a half century, as being one of the most expert mechanics in the founding and engineering trades, and it is safe to say, that not a piece of work, which any of his numerous expert employees can accomplish, cannot be equally well executed by his own hand. As a younger man, Mr. Amesse was engaged in various capacities on some of the largest jobs executed in Montreal, superintending large numbers of men engaged in rivetting, casting, constructing, and in fact, every branch of ironwork. The various contractors and master founders soon appreciated his ability, and his services speedily became in universal demand. The usual result followed, and in 1883, Mr. Amesse launched into business for himself, operating a general foundry, known as The Canada Foundry, and undertaking contracts for every species of ironwork, and making special castings of all kinds to order. Particular attention being given to the largest castings, and to water pipe fittings for special purposes, and the character of the productions of his foundry won a deservedly high reputation. The business developed steadily, and later on his sons grew up and took their place in the work. The business management is now in the experienced charge of Mr. Jos. H. Amesse.

The foundry of P. Amesse is situated on Wellington and Nazareth Streets, and here a large working staff is constantly engaged, under the personal superintendence of Mr. Amesse himself, who though advancing in years, still enjoys robust health, and a decided interest in all affairs of the establishment, and he is still as keenly industrious as ever. The foundry is fitted with modern machinery, and the plant all around is kept up-to-date. Iron and metal castings, wheels, machinery of every kind and description are manufactured. The iron and metal work of many of our largest buildings are products of the foundry of P. Amesse. The commodious offices are at No. 144 Wellington Street, Montreal. The telephone communication is Main 1796. The above illustration will give some idea of the interior and exterior appearance of this plant where so many of the castings for Montreal and Canadian concerns are turned out.



Interior and Exterior Views of the Foundry of P. Amesse.

The Grand Union Hotel,

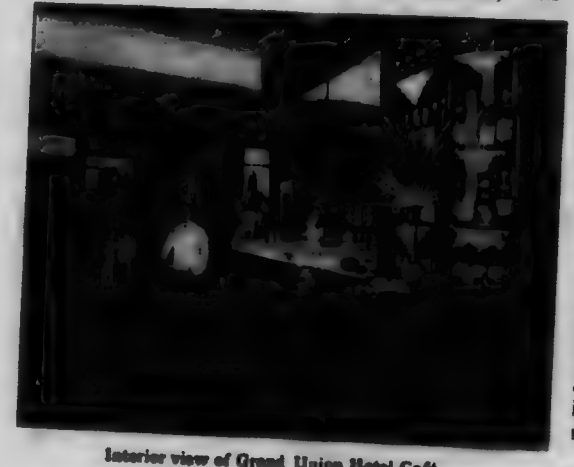
Notre Dame Street, Montreal.



Centrally situated in the heart of the business section of the city, the Grand Union Hotel, under the expert management of Frank J. Murray, the enterprising proprietor, has become one of the leading commercial resorts of Montreal.

The Grand Union has recently been redecorated, refitted, and refurnished throughout, the result being a combination of home comforts with every luxury to be obtained in a modern metropolitan hotel.

The bedrooms are roomy, elegantly furnished, brass



Interior view of Grand Union Hotel Café.

bedsteads in every room, electric lighting, and communication by telephone with the office.

The rotunda is the meeting place of the leading merchants of the city, where every convenience for writing, reading, and the transaction of business is provided.

The cafe, an illustration of which is shown herewith, is elegantly appointed, and all the best grades and qualities of liquors, wines, beers, and lagers are only carried.

The barber shop is open at all hours. The lavatories and bathrooms have all the modern appointments.

The cuisine of the hotel is unexcelled in the city. The rates are moderate, and the same accommodations are usually charged for at a much higher price in other houses.

Wilson-Paterson Company.

This Company has recently been incorporated and has taken over the business of the late firm of Wilson, Paterson & Co.

The business was established in 1866 by the late Mr. John T. Wilson, and Mr. W. S. Paterson, and in the course of time grew to very large proportions, their annual turnover having long passed the million dollar mark.

The Company is importer of general merchandise, chemicals, oils, naval stores, and anthracite coal, and represents such Corporations as the United Alkali Co., and Walkers, Parker & Co., of England, and the Lehigh Valley Coal Co., of the United States.

The Company is connected with Paterson, Downing Co., shippers of resins and turpentine, and Paterson, Boardman & Co., of New York, importers of varnish gums.

The storage warehouses of the Company are situated on Smith and Young streets and the offices in the Board of Trade Building.

The late Mr. John T. Wilson was a gentleman of much prominence in Montreal commercial circles; his son, Mr. J. Hollister Wilson, is treasurer of the new Company, Mr. Paterson being president and general manager.

The L. E. Waterman Company of Canada, Limited.

As an evidence of the way some of the foremost manufacturers of the United States are appreciating the advantage of getting down to a proper business basis right on the ground in Canada, it is interesting to cite the L. E. Waterman Company, of Canada, Limited, as an example.

This concern, which is the Canadian end of Waterman's Ideal Fountain Pen, came to Montreal in May, 1904, and opened a small office. Six months later a Canadian company was formed, and applications made to incorporate under the present title. Within another six months it was found necessary to enlarge considerably, and the company now occupies at No. 136 St. James Street (almost opposite the post office), what is perhaps one of the finest equipped stores in the metropolis.

This has all been justified within the short space of one year, and when it is considered that this concern handles nothing more than Waterman's Ideal Fountain Pens and the Koh-i-Noor pencils, it will be realized that being in on the ground makes the chances of doing business infinitely better than operating in Canada from some distant point.

A.C. Leslie and Company.



New Warehouse Erected by John Lysaght, Limited, of Bristol, for their Canadian Agency.

The firm of A. C. Leslie & Co. was founded by the late Mr. A. C. Leslie in 1866, and ranks as one of the leading Iron, Steel and Metal concerns of the Dominion of Canada. The present members of the firm are Messrs. William S. Leslie and Albert H. Campbell, both of whom are graduates of the Montreal High School and have been actively engaged in the Iron and Steel industry since leaving school.

They handle a complete line of all classes of imported iron and steel, making a speciality of sheet metals, such as galvanized iron, flat steel sheets, tin plates, and all kinds of ingot metals, including tin, copper, lead, zinc, and antimony.

Their splendid new warehouse, a cut of which appears on this page, was erected last winter by John Lysaght, Limited, of Bristol and Newport, England, for the joint use of their Montreal branch and of A. C. Leslie & Co., who are their Canadian Sales Agents.

R. W. Withycomb and Company.

R. W. Withycomb & Co., cotton merchants and brokers, No. 11 St. Sacrament Street, are the largest dealers in raw cotton in Canada, and practically control the distribution of cotton to the various mills throughout the Dominion. They make a specialty of the fine staple cottons grown in the river bottoms of Arkansas.

Mr. R. W. Withycomb, who assumes personal charge of the Canadian branch of the business, has spent several years in the South, and is thoroughly conversant with every detail of the cotton trade.

The head offices of the firm are located at St. Louis, Mo., the cotton centre of the world. They have established offices in every important cotton buying centre in the South, and by this direct communication between the Southern growers and the Canadian mills, R. W. Withycomb & Co. are enabled to offer the consumers of the Dominion the finest cotton in the world.

The Famous Lake St. John District.

Among the many sections of the Dominion, there is none that is attracting more attention, or making more real agricultural progress than the Lake St. John country, Quebec. No less than 3,000 settlers took up homes last year in that fertile region. In visiting this country one is simply amazed at the very large areas of the choicest wheat, as well as other grains. Most of the new settlers who came to Lake St. John are brought in under the auspices of the Quebec & Lake St. John Colonization Co., of which Mr. Rene Dupont is the moving spirit. A large percentage of these newcomers are French-Canadians, who have been induced to leave the industrial establishments of New England and establish homes for themselves in the Province of Quebec.

Mr. William Hanson, of Hanson Bros., Vice-President of the Quebec & Lake St. John Ry., who has recently, in company with a number of his fellow Directors, made a trip through this country, is enthusiastic over its prospects. He says: "There are already some fifty thousand happy and contented people, settled round this inland sea of Quebec but I believe that the day will come when we will see this section of the country containing half a million of people."

The Singer Manufacturing Company.

The major portion of the buildings in the new Canadian plant of The Singer Manufacturing Company, at St. Johns, Quebec, has been finished at a cost of about $1,000,000.

St. Johns is twenty-seven miles south of Montreal, and a few miles from the northern extremity of Lake Champlain. The new works comprise more than eighteen separate fireproof buildings, of steel and cement and cover thirty acres of ground, reached by the Grand Trunk, Canadian Pacific, Central Vermont, and Delaware & Hudson railroads. It is close by the Chambly Canal, and connection to this important water way is made by an electrically-operated railroad.

There are two buildings, four stories high, and of similar construction—one, the cabinet building, 60 feet by 750 feet, and the other the machinery building, 60 feet by 600 feet. These are sub-divided into separate fireproof departments of 150 feet length each.

The other buildings include a storage, grinding and rumbling building, 60 feet by 200 feet; foundry, 100 feet by 400 feet, with two wings, one 40 feet by 70 feet, and one 34 feet by 60 feet, used as cupola and core room respectively; foundry shed, 75 feet by 200 feet; japanning building, 60 feet by 150 feet, two stories in height; forge building, 60 feet by 150 feet; forge shed, 40 feet by 150 feet; oil house, 60 feet by 60 feet; veneer storage building, 75 feet by 100 feet; veneer drying building, 40 feet by 75 feet; veneer cutting and trimming building, 75 feet by 150 feet; log boiling building, 75 feet by 75 feet; lumber drying kilns, 42 feet by 52 feet; pattern storage building, 60 feet by 60 feet; shipping building, 80 feet by 300 feet; office building, two stories in height, 50 feet by 60 feet. The power house is 156 feet by 180 feet, and the various buildings are so arranged that this important building is located in the centre of the group.

An idea of the magnitude of these buildings may be gleaned from the fact that more than five miles of railway track have been laid on the premises, and that upwards of 2,500 carloads of material were used. Nine million bricks and 100,000 barrels of cement were required in the process of the construction.

The products of this immense plant consist solely of Singer Sewing Machines, sold directly to Canadian users through one hundred or more Singer stores, scattered all over the Dominion.

The Singer Sewing Machine is not only strictly a Canadian product, but ranks among the largest of Canadian industries.



CHAPTER X.

What the Canadian Department of Marine and Fisheries has Done and is Doing to Foster Them. The Nucleus of a Canadian Naval Militia.

THE story of what has been but recently done and is at present in course of accomplishment to foster and develop Canada's maritime interests, and to facilitate the navigation of Canadian waters, forms one of the most interesting pages of the record of the Dominion's substantial progress during the opening years of the twentieth century

Nature, lavish in so many respects in her endowment of this favored Dominion, was especially generous in the provision of natural means of communication. First of all there was the St. Lawrence system, including the Great Lakes, forming the most extensive chain of natural water communication in the world. A maze of mighty rivers, and vast lakes, with tributaries stretching out in all directions, and reaching out to the margins of watersheds of most of the other water systems of the continent.

The importance of Canada's superior natural means of communication made a great impression upon the mind of Sir William White, past-President of the Institute of Civil Engineers of Great Britain, during his recent visit to Canada with the members of that important body, and since his return to England, he has placed on record the following opinion: "The profound penetration and permeation of the country by waterways is the great characteristic of Canada. The extent of the shipping trade of the lakes is hardly realized here, or the importance attaching to possession of traffic from the lakes to the open sea."

But if nature has been lavish in the bestowal of an exceptionally valuable system of natural highways upon Canada, man has had to do his share towards making them attain the maximum of utility. The natural channels of many navigable lakes and rivers have had to be deepened, widened, straightened, and marked. Ship channels and canals have had to be dug to connect different waterways, and to overcome natural obstacles; and harbors and terminal facilities, adapted to the needs of modern shipping, have had to be constructed.

The remarkable development of the railway system of Canada is described in detail elsewhere. But although the steel highway is extending so marvellously and has already become a vitally important factor in the country's means of communication, it is, after all, but an auxiliary to the merchant marine, seagoing and inland.

The very extension of the railways themselves has necessitated the enlargement and improvement of the country's harbors and waterways.

As a matter of fact, the railroad and the steamship had well nigh outgrown the capacity of the country's water highways, threatening the Dominion carrying trade with dislocation and disaster, before public interest was aroused to the obvious national duty of improving the comparatively neglected water routes and terminals, and equipping them with the elaborate appliances which modern science and mechanical skill have produced, and which the exacting requirements of modern trade demand. The opening up of the North-West, and also of the Oriental trade, by the railways, with the facilities afforded by the various rail and water routes for the movement of the products of the

interior to the seaboard, produce more freight than the seaports with their original equipments could advantageously handle. As Sir William Van Horne, then President of the Canadian Pacific Railway, comparing the Dominion to a grain elevator, put it: "The hopper was too large for the spout."

The strides made in ship building since the introduction of steel ship construction and steam motive power, particularly during the past twenty years, have of themselves been so revolutionary in character as to confront the water routes and terminals with an entirely new set of conditions. The size of both ocean and inland vessels has increased beyond all expectations and increased size has been accompanied by much higher speeds. These developments in ship construction have made deeper and wider channels, more ample piers, and the perfection of the systems of lights, and buoys, and the other aids to navigation, not merely a desideratum but an imperative necessity, for it has become more and more apparent that routes closed by lack of accommodation to the modern ocean leviathan cannot compete with their rivals affording ample accommodation to the largest and swiftest products of the ship yard.

Although Canada had taken, as has been related in another chapter, an historical and highly honorable part in the origination and development of steam navigation, inland and seawise, she appeared for a time to be oblivious to the tremendous changes being effected in the character of the shipping trade. The work of enlarging and re-equipping the harbors and ship channels, while not absolutely neglected, was proceeding in a leisurely kind of way, compared with the rapid progress of the shipping industry. At length the risk of allowing this condition of affairs to exist was realised, and during the past six or seven years the work of improving the natural water routes, and equipping them for the exacting requirements of modern trade has been taken up seriously and energetically.

The Maritime interests of Canada, together with the important fishing industry, are under the control of a separate department of the Dominion Government.

The Hon. Raymond Prefontaine, the present Minister of Marine and Fisheries in the Dominion Government, assumed that portfolio November 11th, 1902, and since that date a considerable extension of the scope of the marine section of the department has been effected. Previously, there was a peculiar intrusion of several of the other administrative departments of the Government into the natural sphere of operations of the marine department, the result being an overlapping of authority and a complication of administration, confusing and extravagant in themselves, and productive of very practical injury to Canadian commerce. For instance, a portion of the St. Lawrence channel buoy system above Montreal was maintained by the Department of Railways and Canals. The same department, as also the Department of Public Works, had a staff of engineers regularly engaged in hydrographic work. All power of supervising works, undertaken by the various Boards of Harbor Commissioners, was vested in the Minister of Public Works, depriving the Minister of Marine and Fisheries of all authority over those bodies, which, as if to make this anomalous position all the more absurd, exercised complete authority in pilotage matters. And as if this were not enough, the management and control of the country's main waterway, the ship channel between Montreal and Quebec, with all the dredging plant and steamers engaged in dredging and "sweeping" it, were under the control of the Department of Public Works, again ignoring the department particularly charged with the interests of shipping and the questions affecting the navigation of Canadian waters.

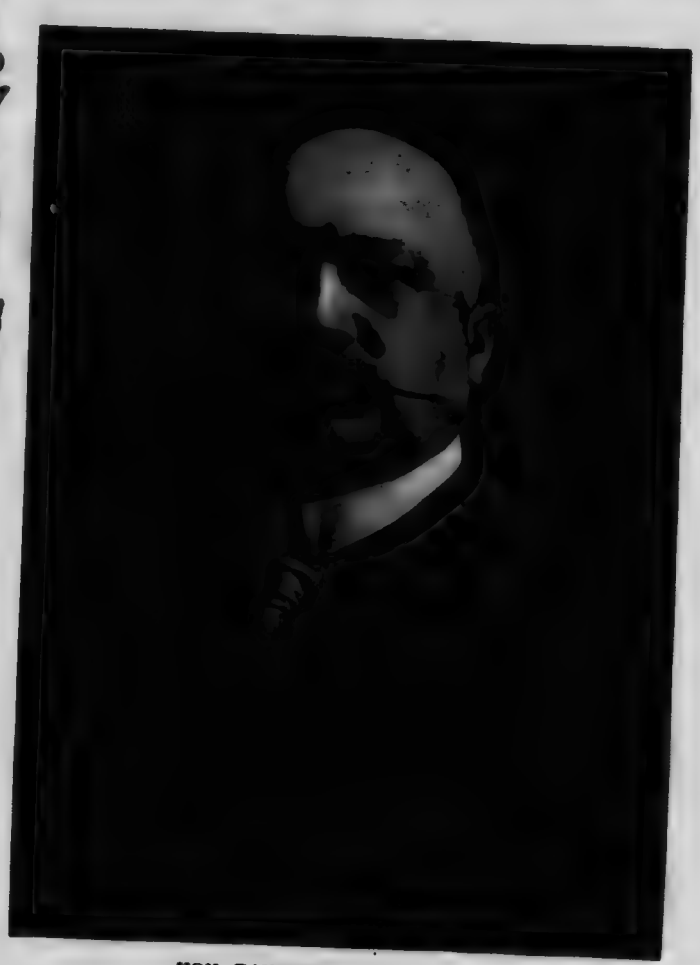
The Hon. Mr. Prefontaine, having been for many years intimately identified with the municipal administration of the Dominion's chief seaport, Montreal, and having as a member of Parliament and as a Harbor Commissioner and Chairman of the Harbor Improvement Committee, had much to do with the amelioration of shipping facilities, entered upon his duties in the Government with a practical knowledge of the conditions prevailing, and being a man of action, he has lost no time in securing a more satisfactory condition of affairs.

With the object of more efficiently organizing the different branches of the public service relating to navigation, under the immediate control of the department directly responsible for the buoys, lighthouses, pilotage, and all questions of navigation, the entire management and control of the river St. Lawrence ship channel, together with the dredging and sweeping plant, steamers, and other appliances hitherto used by the Department of Public Works in connection therewith, were, under the provisions of an Order-in-Council, dated July 1st, 1904, passed over to the control of the Department of Marine and Fisheries. The Government shipyard at Sorel, where the dredging plant is constructed and repaired, together with the shops, stores, etc., was also transferred.

To systematise and facilitate all the work done by the Canadian Government in connection with the important work of hydrographic surveys, the whole administration of this branch of the public service has been assigned to the Department of Marine and Fisheries, and an Order-in-Council of July 23rd, 1904, transferred the hydrographic work of the Department of Public Works, and of Railways and Canals, to this Department.

The same Order-in-Council directed that the duties, powers, and functions, with respect to any work or class of works conferred upon the Minister of Public Works, by any Acts relating to Harbor Commissioners, be transferred to and exercised by the Minister of Marine and Fisheries.

In 1902, the lights and buoys in the St. Lawrence above Montreal, maintained by the Department of Railways and Canals, were transferred to the Department of Marine and Fisheries. At the beginning of the season of navigation, 1904, the Pilotage Service between Montreal and Quebec, was taken from the management of the Harbor Commissioners of Montreal, and placed in charge of a superintendent, responsible to the Department of Marine and Fisheries.



HON. RAYMOND PREFONTAINE,
Minister of Marine and Fisheries.



It will be observed that a great deal has been effected during the past few years, in the direction of systematizing the public services concerned with the navigation of Canadian waters and the shipping interests of the country, and bringing them together into one harmonious system, under the direction of the public department specially charged with those interests.

And if much has been accomplished during the past few years in the matter of reorganization within the department, and the enlargement of its scope, even greater progress has been made in the practical work of providing new and improved aids to navigation, and additional departmental equipment. A few figures will illustrate this fact.

The total expenditure of the Department of Marine for the fiscal year 1904, compared with 1896* was as follows:—

	1896.	1904.
Ocean and River Service	$181,451.71	$ 427,009.28
Lighthouse and Coast Service	466,057.55	1,226,398.18
Scientific Institutions	31,699.92	13,673.94
Steamboat Inspection	26,321.27	28,722.12
Marine Hospitals	26,683.26	50,301.78
Civil Government Salaries	70,703.71	77,419.11
Total	$362,917.53	
Hudson Bay Expedition		178,628.94
Contingencies		1,210.00
Total		$2,058,965.24

So that in seven years the amount of money spent by the Department has considerably more than doubled, a fact in itself indicative of rapid progress. An examination of the preceding table reveals the fact, that the largest increase in expenditure is in connection with the "Ocean and River Service," and the "Lighthouse and Coast Service."

The heavy increase in the expenditure on account of the Lighthouse and Coast Service of Canada indicates pretty clearly the additional number of lighthouses, fog-alarms, buoys, etc., and the general expansion and improvement of this vitally important service. As conveying some idea of the increased attention bestowed in recent years upon the several branches of this service, the following comparative statement of expenditure for the Lighthouse and Coast Service for the fiscal years 1896 and 1904 is edifying:—

	1896.	1904.
Salaries and allowances of lightkeepers	$199,348.61	$330,179.61
Maintenance and repairs to lights	235,691.07	983,178.61
Construction of lights	17,662.28	572,192.87
Agencies, rents, and contingencies	15,372.14	20,866.26
Signal Service	5,238.76	7,740.01
Repairs to wharves	2,644.69	1,300.89
Salaries of temporary officials	466,057.55	111,448.10
Total		$1,226,398.18

An analysis of this statement shows that the cost of the maintenance of the Lighthouse and Coast Service was $448,395.27 in 1896, and $685,723.11 in 1904, while $17,662.28 was spent in the construction of lights in 1896, and no less a sum than $540,675.07 in 1904.

From 1896 to 1904, inclusive, one hundred and eighty-three towers and enclosed lighthouses were built, and fifty pole lights erected, making two hundred and thirty-three new lights put in operation.* The following comparative statement shows the total number of lights maintained in the Dominion of Canada in the years 1896 and 1904:

	1896.	1904.
Light stations	616	826
Light ships	13	15
Pole lights	136	186
	765	1027

Two steel lightships, completed in 1903, cost no less than $100,000 each, and have the most approved equipment and illuminating apparatus, their electric lights being visible thirteen miles from all points of approach. One of these lightships has been placed upon the Lurcher Shoal, in the Bay of Fundy, the other stationed on the north-east coast of the Island of Anticosti.

With the object of carrying out the Minister's desire for the improvement of the lighthouse service, and the consideration of all cognate matters, by Order-in-Council, of the 26th February, 1904, the Lighthouse Board was organized—consisting of the Deputy Minister of Marine and Fisheries, as chairman, the Chief Engineer of the Department, the Commander of the Canadian Marine Service, the Commissioner of Lights, and Mr. Hugh Allan, of Montreal, as representing the shipping interests generally.

The functions of the Board are, to consider all applications for the improvement of the lighthouse service, the establishment of additional aids to navigation, and such matters as tend to the protection of the lives and property of those engaged in the mercantile marine of the Dominion. The Board meets from time to time as necessity arises, and its decisions—if sanctioned by the Minister—are carried into effect. While the Board has only been in existence for a comparatively short time, the work already accomplished through its agency has proved highly satisfactory to the shipping interests and is much appreciated by the travelling public and those engaged in navigation.

During the period between the construction of the Lighthouse Board and January 1st, 1905, ten meetings were held, and the recommendations for improvements in existing aids to navigation, and the establishment of new aids, agreed upon, submitted to the Minister and approved by him, aggregate the estimated sum of $353,188, divided amongst the different provinces as follows:

Quebec (St. Lawrence route)	$184,073
Lights on Newfoundland Coast, maintained by the Government of Canada	56,000
New Brunswick	45,500
Nova Scotia	32,515
British Columbia	15,300
Ontario	12,200
Prince Edward Island	7,000
Total	$353,188

* Exclusive, of course, of expenses connected with St. Lawrence ship channel ($588,000), and various new services taken over from other Departments.

* The fog-alarm stations operated by machinery are included in this number.

It will be noticed that of the total amount recommended by the Board to January 1st, 1905, for expenditure on lights, etc., nearly two-thirds is intended for the St. Lawrence route, in connection with which the department is committed to extensive improvements.

Included in this sum of $353,188, is a considerable proportion for new dioptric apparatus for the important sea-coast lights.

During the season of navigation 1903-04, there was brought to the attention of the Department, a new aid to navigation, in the form of a submarine bell, which invention upon being reported favorably to the Board, was recommended by the Board for adoption in Canada. In all, twenty-six of these bells have been located on the St. Lawrence route and the Atlantic coast, and they promise to be invaluable aids to navigation. This system of submarine signalling consists of the application to the practical requirements of navigation of the well known property possessed by water, as an exceptionally good conductor of sound, this application being effected by means of a transmitter constructed on the principle of the familiar telephone apparatus. The idea is to transmit warning signals to ships through the water without the use of wires from

(1) A lighthouse or other shore station, by means of a bell suspended in the water, connected by a cable with the lighthouse or shore station.

(2) By means of a bell on a lightship immersed in the water, and rung either automatically by the motion of the lightship, or mechanically, or electrically.

(3) By means of buoys operating bells in the water.

The warning signals sent out are received by ships equipped with receiving apparatus, consisting of transmitters, one on either bow of the ship, the impulses received being transferred electrically to the pilot house of the ship to "receivers."

The system is in use in United States waters, and the bells used on the United States lightships, between New York and Boston, gave a clear, unmistakable sound of five miles, and at times were heard by the officers of the Canadian Marine Department, sent to investigate, from ten to twelve nautical miles.

The use of receiving apparatus enables the direction of the signal to be determined, and very largely increases the radius of warning, but in either wooden or iron ships a general warning sound may be obtained by an observer listening with the ear against the hull of the ship; and whether the signal comes from the port or starboard side, can be determined.

The submarine bell is not destined to replace air fog signals, but to supplement them, although there is no comparison between the reliability of the two signals. It is well known that the sound from a fog alarm may pass over a ship and be audible to a vessel farther away.

The advantage to shipping of wireless telegraphy has not been lost sight of, and under contract with the Department, the Marconi Company installed and equipped during the season of 1904, a chain of wireless signal stations along the Newfoundland coast, and the shores of the Gulf of St. Lawrence, which has already proved of practical utility to shipping.

The extended coast line of Canada, numerous bays, inlets, rivers, lakes, harbors, and other navigable waters requires a large number of buoys. Annually the number of buoys has been increased, but in 1903-4 the increase was larger than any previous year.

The districts now buoyed number about 350, and the buoys number about 4,200. A large number of whistling, bell, and other iron buoys are maintained along the coast of the several provinces, particularly on the Nova Scotia, New Brunswick, and British Columbia coasts. These buoys are called coast buoys, to distinguish them from harbor buoys.

In addition to the buoys for marking dangers, 106 buoys are maintained showing in general occulting lights; 22 in the Quebec district, on the St. Lawrence river; 40 between Portneuf and Montreal; 31 between Montreal and Kingston; 1 in Pelee Passage; 1 at the mouth of the Detroit river; 3 in Parry Sound; 3 in Georgian Bay; 2 at Port Arthur; and 3 in Halifax harbor.

No opportunity is now lost for adopting the latest improvements in buoys, buoy moorings, and buoy tenders. A really marvellous change has been effected in the past few years.

With a view of securing the best illuminant for the gas buoys that had been placed between Montreal and Kingston, experiments were made with acetylene gas. Difficulties had arisen from time to time in transporting pintsch or oil-gas from Montreal or Quebec to the buoys, and it was assumed that the use of acetylene gas would enable the Department, to a larger extent, to increase the gas buoys, and supply them with gas more effectively, than from Montreal.

In August, 1902, the experiments were begun, and a new acetylene apparatus designed and put in operation in 1903. The result of the experiments has been to increase the candle power five times by the substitution of acetylene for oil-gas.

A depot has been established at Prescott, a commodious property having been purchased for the purpose. Special apparatus for the lighthouse service is made at this depot and distributed.

Shortly before the closing of navigation in 1903, twelve gas buoys were placed between Montreal and Sorel, thus permitting night navigation between these points. Previous to that date, the St. Lawrence ship channel between Quebec and Montreal was unnavigable at night to all but river craft and the smaller class of sea-going vessels, necessitating many hours delay. During the shipping season of 1904, the work of lighting the ship channel from Grondines to Port St. Francis proceeded, twenty gas buoys placed at the salient points of the channel, and the necessary notices to mariners issued.

During the season of 1904, the use of acetylene as an illuminant for gas buoys and lighthouses was extended, and it was used in the St. Lawrence ship channel gas buoys from Grondines to Port St. Francis, and from Sorel to Montreal, in the Montreal-Kingston division, in the Parry Sound district, Halifax harbor, and in the vicinity of Port Arthur, Ont. At the opening of navigation in 1905, acetylene buoys replaced

those using oil-gas in the Quebec agency, and the mouth of the Detroit river.

An automatic acetylene buoy, which carries its charge of gas in the form of carbide has been invented by Mr. Thomas L. Willson, of Ottawa, and accepted by the Department. The utilization of this buoy will permit an extension of the gas buoy service which before was impracticable, on account of the difficulty and expense of transporting gas.

All of the forty-six lighthouses between Montreal and Kingston are now burning compressed acetylene, and also the range lights in the vicinity of Parry Sound.

There are twenty-seven life-saving stations in the Dominion of Canada, maintained by the Marine and Fisheries Department, several having been established since 1896. Most of these have crews that drill twice or three times a month, in the majority of cases twice a month. The men are paid $2 for each drill, and an extra sum is paid when any service is rendered to shipwrecked mariners. At Long Point, Lake Erie, where the station was established in 1902, the men are permanently stationed during the months of September, October, and November, at the life-saving station, which is well equipped for their accommodation and for the accommodation of those who may be rescued. The men receive $40 per month during the three months, and are paid for weekly drills during the other months of the season of navigation. The older stations are being equipped with new surf boats of the Beebe-McLellan self-bailing type.

Ever since the Department has existed it has owned and maintained a fleet of vessels for departmental work in connection with the lighthouse, the buoy, the fisheries and the surveying services, etc. The strength of this originally small fleet has gradually increased as vessels were acquired for special purposes—the maintenance of winter navigation in ice infested waters for instance. The vessels now comprised in the fleet flying the Canadian blue ensign, are as follows: Canada, Vigilant, Montcalm, Arctic, Champlain, Lady Laurier, Lansdowne, Minto, Petrel, Druid, Constance, Kingfisher, Stanley, Brant, Kestrel, Quadra, Scout, Gulnere, Bayfield, La Canadienne, Falcon, Maisonneuve, Frontenac, Shamrock, Reserve, Aberdeen, Osprey, Curlew.

These vessels are divided into two classes, designated "The Dominion Steamer" fleet and "The Dominion Cruiser" fleet. Included in the latter classification are the Canada, Vigilant, Kingfisher, Osprey, Falcon, La Canadienne, Petrel, Curlew, Constance, and Kestrel. The vessels of the steamer fleet are employed almost exclusively in lighthouse and buoy works; the cruisers being engaged chiefly in the fishery protection and customs preventative services.

A few figures indicate what a marked increase there has been in the fleet of the Marine Department during the past few years. In 1884, the cost of maintaining the Dominion Government steamers of all classes was $122,816.25, which sum in 1894, ten years later, had grown to $142,487.42. In 1899 this account had only risen to $145,270.75. During the past five years the figures have been as follows: (1900), $180,975.45; (1901), $195,484.75; (1902), $241,060.98; (1903), $279,348.06; (1904), $306,171.07.

Significant of the recent expansion of the fleet flying the Canadian blue ensign as these figures are, they convey no idea of a remarkable change which has been effected during the past couple of years in the character of the little squadron. The most recent additions have been vessels of a type vastly superior to the older ones, and the two latest additions, the "Canada", and the "Vigilant," commissioned in 1904, are armed third-class cruisers, as smart and as naval-like in their appearance as any ships of their class in the Royal Navy. They, have been described in fact, and not inaptly as the nucleus of Canada's navy. True, the older cruisers of the Department, having had guns aboard, and with their crews uniformed and disciplined somewhat after the naval system, may claim that distinction, but they were, after all, but armed yachts or merchant vessels. The "Canada" and "Vigilant," with their ram bows, raking masts and funnels, powerful searchlights, and permanent gun mountings, are unmistakable warships; small, no doubt, but efficient cruisers for their size.

The Canada was built by Vickers, Sons and Maxim, at Barrow-in-Furness, England, is armed with four 1 1-2 pounder quick-firing automatic mark 3, 1904 guns; two forward and two aft. She carries a crew of 75 officers and men all told, and is fitted with the Marconi apparatus. Her dimensions are as follows: 200 feet, 25 ft. beam and 10 ft. 6 in. draft of water. A number of the officers and crew have been through a coarse of instruction and received 1st class certificates in gunnery.

The Vigilant is a steel, twin-screw, smart third-class cruiser, built by the Polson Iron Works, Toronto. This vessel on her steam trial made a speed of 21 1-2 miles an hour. She is 175 feet long, 22 feet beam, and draws 10 feet of water. She carries the same guns and the same small arms as the Canada, and is intended for the protection of the fisheries on the Great Lakes in place of the Petrel. This vessel is the first of her class ever built in Canada, and is a credit in every way to the Polson firm of Toronto. She carries a crew of officers and men all told of 53.

The commissioning of these two cruisers marked a decisive step towards the accomplishment of the policy of the present government and Minister of Marine and Fisheries, to establish a naval reserve or militia in Canada.

In the earlier days of the British regime in Canada, there were provincial naval or marine forces, maintained in Canada in connection with the local military establishments, but although these bodies rendered conspicuously useful service during the American revolution, and the war of 1812-14, they were allowed to drop out of existence.

During recent years the question of Imperial and local defence have been conspicuously before the eyes of the Canadian people, and the Laurier Government, realizing that, as a matter of ordinary precaution, something should be done to afford the hardy seafaring population of Canada the opportunity to prepare them-

selves by drill and training to assist in the protection of the coasts and shipping of the country in the event of war, determined upon the establishment of a naval militia or reserve. The Hon. R. Prefontaine, Minister of Marine and Fisheries, who has deeply interested himself in the subject, introduced a bill providing for the establishment of such a force, at the session of the Dominion Parliament of 1904, but owing to the pressure of other legislation the matter has not yet been taken up. When it is, and the bill becomes law, the present smart fishery protection service and the other branches of the Marine Department's steamer service will afford at once a nucleus upon which the new naval reserve can be formed, and a means of supplying the necessary technical training, drill, and discipline.

During the past three years the Department has had a well-found, specially constructed ship in Hudson Bay and the waters to the far North, the object being to assert the authority of the Dominion Government, to secure information respecting the length of time the Hudson Straits are navigable each year, to prevent illicit trading, to conduct geological surveys, and to obtain generally all information not in possession of the Government, relating to the northern waters and certain sections of the coast around Hudson Bay and Cumberland Bay. During 1904, the Department purchased for this service the German exploring ship Gauss, which, renamed the Arctic, is at present in northern waters. Other vessels specially suited for this service are chartered as required.

A most interesting experiment is at the present time being conducted by the Department, at the request of shipping interest, to ascertain if it is not possible to prolong, with the use of ice-breakers, the practical period of navigation on the St. Lawrence. During the year 1904, two powerful ice-breakers, the Montcalm and Champlain, were constructed in Scotland for the department, and their initial experiences last winter afford reason to hope that the experiment may eventually succeed.

Progress is also the watchword in the allied branch of this important department, that charged with the protection and development of Canadian fisheries. As well put in the last annual report of Lieut.-Colonel F. Gourdeau, the Deputy Minister of Marine and Fisheries. "The fisheries of Canada are the most extensive in the world, extending over our immense seacoast line, besides innumerable lakes and rivers. The eastern seacoast of the Maritime provinces, from the Bay of Fundy to the Straits of Belle Isle, covers a distance of 5,600 miles, while the western seacoast of British Columbia is reckoned at 7,180 miles, which is more than double that of Great Britain and Ireland. While the salt water inshore area, not including minor indentations, covers more than fifteen hundred square miles, the fresh water of that part of the Great Lakes belonging to Canada is computed at 72,000 square miles, not including the numerous lakes in Manitoba and the North-West Territories, all stocked with excellent species of food fish."

No less than 79,134 men were engaged during the year 1903 in the Canadian fisheries, not including the thousands of persons employed in the lobster branch of this industry. Alone, the lobster plant is valued at $3,378,197, comprising all the equipment of the 714 canneries dispersed on the seacoast of the Maritime Provinces. Nova Scotia had 242 canning establishments, New Brunswick 199, Prince Edward Island 190, and Quebec only 83. Over 14,000 persons found employment in the lobster packing industry, which places on the market over ten millions and a half 1-lb. cans, besides a larger quantity of this crustacean disposed of as alive or in a fresh state, both aggregating the handsome value of $3,625,000. The salmon canning industry of British Columbia during the year 1903, consisting of seventy-five canneries, valued with all equipments at $1,312,500, gave employment to over seventeen thousand people and placed on the market nearly twenty-three millions cans of salmon, exclusive of the ten million pounds otherwise disposed of fresh, salted, or smoked. The whole catch of this valuable fish aggregate nearly three million dollars. The sealing fleet from the same province, during the season of 1903, consisted of only twenty-six vessels, using 92 boats and 164 canoes, manned by 299 white men and 338 Indians. This fleet with its full equipment is valued at nearly one-half million dollars. The value of the fur-seal hunt for that year (20,496 skins) is given at over $300,000.

The total value of fish caught and fish products prepared in Canada during the year 1903 aggregates $23,101,878.

From the year 1869 to 1903 inclusive, the five principal commercial fish yielded the following large values: Cod, $128,978,513; Salmon, $78,073,972; Lobster, $72,270,477; Herring, $68,105,595; Mackerel, $45,089,021.

The Dominion fisheries extending, as they do, over so vast an area, and including seas, rivers, and lakes, varying in every physical feature, yield the most varied food products, and afford a yield for almost every possible fishery enterprise. In addition to their importance from the commercial point of view, and as a source of food for farmers, settlers, prospectors, and residents in the most remote regions, they have a value not to be over-estimated for angling and sport generally. Hence the necessity for conserving the fisheries for all these various important purposes, and the Marine and Fisheries Department is taking energetic steps to protect the fisheries of Canada, and to prevent, where possible, any depletion of its waters. The expenditures of the Fisheries branch of the Department of Marine and Fisheries during the past fiscal year (1903-04), amounted to $634,824. Of this sum $204,654 was expended on the fisheries protection service, and $109,286 on fish culture.

Increased attention is being devoted to fish propogation. In 1895 there were only fourteen fish hatcheries from which were distributed about two hundred million fry, while in 1904 there were twenty-two such establishments, and, inclusive of lobsters, but exclusive of black bass, which are reared every season at the Government ponds, Belleville, Ont., the quantity of small

fish planted in the waters of the Dominion amounted to the large total of 473,258,000, this quantity being exclusive of berried lobsters distributed from the Gabarus pond, Cape Breton. This pond was used for impounding parent seed-lobsters, and over 56,000 large lobster carrying eggs, were secured by purchase during the open fishing season, and after being impounded until the close season began, were then liberated in the Atlantic waters, where they hatched out their young in the ordinary way. This scheme should, in a very few seasons, be effective in enormously benefitting the waters off Cape Breton. Six new hatcheries are being constructed during the present year, three in British Columbia, two on the Atlantic coast, and one on the inland waters.

Many efforts to foster and promote the sea fisheries have been made during recent years by the Department. It is only necessary to refer to two. Season after season, the lack of bait not merely hampered but absolutely stopped fishing operations at the most important part of the season. For over twenty years the subject engaged the attention of the Department, and in 1899 action was taken to provide freezers, where bait fish could be stored and kept in condition. The legislation provided that the fishermen in various localities could incorporate themselves into associations to build and construct bait freezers, the Government contributing one-half the cost of the construction and equipment, and paying for three years a bonus of five dollars per ton on the amount of bait frozen. Up to the end of December, 1902, the total number of fishermen's bait freezers was 20, but at the end of the year 1904 there were no less than 29 of these institutions, while two new ones are actually in process of construction, and proposals for three or four more are under consideration.

Another important effort of the Department is that now being made to place the Canadian herring fishery on a more satisfactory basis.

It has for some time been realized that Canadian herring do not command the price and favor they would do were more attention paid to the curing and packing by those interested in this important part of the business. It has appeared that the Canadian herring are quite as good as those taken in the Scottish waters, but the fact is familiar to everyone with a knowledge of the trade that the latter can command from 50 to 100 per cent. more money in Canada than the herring caught off the Canadian coast. As a result, the Canadian herring fisheries are at present of an annual value of only from two to two and a quarter millions of dollars per annum, or less than one-third of the value of the Scottish herring fisheries. Canadian herring being unable to compete with the British and foreign goods in the domestic markets it is not surprising that herring caught in Canadian waters have in the past been, and still are, practically shut out of the best markets of the world, in which herring from the United Kingdom, from Norway, and from Holland, find ready sales at good prices.

While most recognized authorities have expressed the opinion that Canadian herring, in a fresh state, are equal in quality and flavor to any herring caught on the other side of the Atlantic, some on the other hand of herring caught on the other side of the Atlantic is lacking in the Canadian herring, and that no new methods of curing would gain for them a place in the cured herring markets in competition with Scotch and other European herring.

The present Minister of Marine and Fisheries, in view of the great importance of the matter, decided that it was well worth while to determine the true facts of the matter.

Consequently in the summer of 1904, to prove beyond question whether the cause of Canadian herring being debarred from the best markets was to be found in the methods of curing at present in vogue, or in the alleged want of flavor in the fresh herring itself, Mr. Prefontaine authorized and instructed an expert Scottish herring fisherman to bring to Canada from Scotland at the Department's expense, a modern herring fishing steamer with Scotch fishermen, and fully equipped with Scotch herring nets, for the purpose of carrying on deep-sea drift-net fishing for herring off the Canadian coast, in the manner it is carried on round the British Isles. The gentleman charged with the experiment was further authorized to bring to Canada a small Scottish herring-curing staff, to cure herring with the same grade of salt, and market them in the same class of barrels, as those which are in use in the Scottish fisheries.

The experiments held during the summer and autumn of 1904 conclusively proved, with the assistance of trial sales made in all the chief United States and European markets, that the schools of herring in Canada's Atlantic waters, if properly handled, cleaned cured, and barrelled, are equal if not superior to the Norwegian, Scotch, and Dutch herring, which have such high repute in the markets of the world.

If the gaining of wealth is not the chief object in the mind of a young man, but if he aims to benefit the world by living in it, where can he find better opportunities than in Canada. If he wants to build bridges, plan and construct great works, and subdue nature, where can he see so much that needs doing and that will be done in the next quarter of a century? If he wants to influence society, where can he exert so direct and far-reaching an influence as by helping to organize a new country?

Canada, the land of boundless promise, has within the last few years taken its place amongst the nations of the world. The Canadian manufacturers and Canadian men and women, whether it be in the fields of art, literature, science, commerce, athletics, or in ability to uphold the empire's good name on the field of battle, have shown their sterling worth, in a manner at once forceful and emphatic.

Mr. James J. Hill, of St. Paul, Minnesota, President of the Great Northern Railway, and who is regarded as a man of the keenest foresight, says: "There is no good reason why Canada may not have a population of fifty millions within the next fifty years."

THE ANCIENT CAPITAL.

CHAPTER XI.

QUEBEC.

(By F. T. D. CHAMBERS.)

"I NEVER saw anything more superb than the position of this town. It could not be better situated as the future capital of a great Empire." So wrote Louis de Buade, Count of Frontenac, of the city of Quebec, where twice he held court as Governor of New France. And an American poet, in introducing his inimitable picture of Quebec, has sounded for us the following melodious passage:

"One enters upon the story and description of this wonderful city with great hesitation and feeling of unfitness. For Dickens, LeMoine, Bancroft, Howells, and indeed a hundred others have said great things of these battlements, cemented together by the best blood of centuries. Quebec is the storehouse of American history, and the most glorious of cities,—beautiful, too, as a picture."

Quebec will shortly enter upon the fourth century of her existence. Through nearly three of them the quaint old town has passed, and wears the wrinkled brow. At one time it was the scene of tragedy, toned by the waves of passing splendor and luxury, at another the busy mart of foreign trade. All these moods in the life of the city have left their mark, and it would be difficult to imagine a town more quaint or picturesque.

There is scarcely a foot here which is not historic ground, which is not consecrated by well-established fact or tradition to the memory of deeds of heroism, of instances of undying piety and faith. The daring explorers of half a continent, European heroes of martial strife and strategy and their dusky chieftain allies, noble matrons and self-sacrificing missionaries, whose doings live for ever in the burning pages of Parkman and Charlevoix and Casgrain, have left behind them here monuments of their zeal for the cause of religion and fatherland, or immortalized the ground which once they trod, the soil for which they fiercely contended, the spot where first they planted the symbol of their religion, or the dust which they reddened with their blood. The old walls of the city are mantled indeed with historical ivy.

It was on the afternoon of a summer day in the early part of September, 1535, that three small vessels, of which the largest was not above 120 tons burthen, came to anchor in an arm of the magnificent river, by way of which their dauntless commander cherished the hope of reaching China. On the right of the St. Malo navigator—for it was Jacques Cartier who commanded the fleet—was the north shore of the St. Lawrence. On the other side lay a thickly wooded island, which, from the profusion of the grapes that clustered about its vines, he named the Isle of Bacchus; now the Island of Orleans. The channel was not very deep, and Cartier, in a small boat, explored it until it expanded before him into a broad and picturesque bay, and European eyes for the first time feasted themselves upon the site of the future show city of the American continent. "A mighty promontory," says Parkman, "rugged and bare, thrust its scarped front into the surging current. Here, clothed in the majesty of solitude, breathing the stern poetry of the wilderness, rose the cliffs now rich with heroic memories, where the fiery Count Frontenac cast defiance at his foes, where Wolfe, Montcalm and Montgomery fell. As yet all was a nameless barbarism, and a cluster of wigwams held the site of the rock-built city of Quebec. Its name was Stadacona, and it owned the sway of the royal Donnacona." Swarms of Indians put out in canoes to meet the French sailors, and after having proceeded up the river as far as Hochelaga, now Montreal, Cartier returned to Stadacona, and wintered at the mouth of the St. Charles. On the return of spring, Jacques Cartier planted the emblem of Christianity upon the shore, stole away Donna-

cona and some of his chiefs from their homes and kindred, and returned to France.

It was not until 1608, that a permanent European settlement was established upon the bank of the St. Lawrence at Stadacona. To Samuel de Champlain belongs the honour of founding Quebec. "The saving of a soul," he was wont to say, "is of more value than the conquest of an empire"; and his piercing vision saw in the rocky promontory washed on three of its sides by the St. Lawrence and the St. Charles, the site for an establishment which might serve not only as the headquarters of French traders and French dominion in Canada, but also as the nucleus of missionary enterprise amongst the infidels of the New World. On the 3rd of July, 1608, the foundation of the first European building in Quebec was laid, in the locality lying between the present site of the Lower Town church, and that of the Champlain market hall, and forming at that period, the very brink of the river.

In 1620, an English squadron under command of Sir David Kirk, a Huguenot refugee, who, with his brothers, Louis and Thomas, had been expelled from Quebec as a settler, sailed up the St. Lawrence, and, having intercepted and captured the French vessels on their way to relieve Champlain's settlement, summoned the fort to surrender. So courteous were the proposed terms of capitulation and so distressed the condition of the little garrison, that Quebec was, for the first time, ceded to the English, and its gallant founder and commander conveyed to France. By the treaty of St. Germain-en-Laye in 1632, Canada was restored to France, and Champlain returned to Quebec as Governor.

The next decade witnessed the establishment of the Hotel Dieu and Ursuline convents, and of the first Huron seminary and college for the French youth of Canada, and then followed a period of extreme anxiety for the little colony, during which it was devastated by the Iroquois war.

Quebec was besieged in 1690 by Sir William Phipps, in charge of a squadron of 34 vessels, several of them, however, being mere fishing craft. That sturdy old soldier, Count Frontenac, who was then in his seventieth year, had been re-appointed Governor of New France in the preceding year. It was to the messenger whom Phipps had sent ashore to demand the surrender of the city, that Frontenac replied that he would answer his master by the mouths of his cannon. And so effective was the reply that the invading fleet withdrew at nightfall. There were great rejoicings at Quebec, where the victory was attributed to the interposition of the Virgin, and the little church in the Lower Town square was, in honor of the event, dedicated to *Notre-Dame-de-la-Victorie*. The name was changed in 1711 to that of *Notre-Dame-des-Victoires*, to commemorate also the destruction of another English fleet which had sailed against Quebec, this time under command of Sir Hovenden Walker. On the latter occasion it was the winds and waves which fought for New France, the squadron being almost entirely destroyed by a storm in the Lower St. Lawrence.

The regular fortification of the city, upon the plan of Mr. DeLery, was commenced in 1720. So many millions were expended upon these works that one of the queens of France archly enquired whether the walls of Quebec were built of gold.

The details of the siege of Quebec and the battle of the Plains of Abraham are widely known. The bombardment of the city from the Isle of Orleans and from the heights of Levis had proved ineffective, and Wolfe himself had been repulsed in his efforts to cross the Montmorency River so as to attack Quebec from its weaker side. It was then that he conceived the brilliant idea of attacking the fortress by stratagem, landing his troops under cover of the night beneath the cliffs above the city, while the movements of his ships along the opposite side of the river deceived the enemy's observation corps into the belief that the army was still afloat and ascending the St. Lawrence. The scaling of the precipice, and the drawing up of the army in battle array upon the plains above, before the news of their landing had reached the French general, are details that are familiar to every schoolboy. So is the story of the plucky French attack, the firm stand of the assailing foe, the reserved fire that completely checked the French advance, and then the rout that followed the desperate charge of the Highlanders and Grenadiers.

Quebec was again besieged in 1775, this time by an American army under Generals Arnold and Montgomery, and in the narrow street below the Citadel is the pass where, in the stormy winter night of December 31st in that year, the ill-fated Montgomery and those who accompanied him were literally mowed down by the irresistible grape which swept the narrow gorge. The withdrawal of the Imperial forces which garrisoned the fortress up to 1870, struck a severe blow at both the social and commercial life of the city, while the substitution of Ottawa for Quebec as the national capital had somewhat of a paralyzing tendency. But in spite of these and many other drawbacks of a more serious nature, hereafter referred to, Quebec has made material advance in late years, particularly in manufactures and the arts, and in several departments of commerce. The street and harbor improvements, increased railway facilities, modern public buildings and private residences testify to material progress.

The view of the citadel-crowned rock of Quebec is as familiar, the world over, as is that of Gibraltar. The old fortress, in its time all but impregnable, is now chiefly interesting as a relic of the past, and because of the millions of dollars which were expended upon its construction. It is garrisoned by a detachment of the Royal Canadian Garrison Artillery, and occupies one of the most elevated points of land in the neighborhood, being nearly four hundred feet above the level of the St. Lawrence.

The walls of Quebec, which encircle the whole of the old-time Upper Town, are, like the Citadel, of no further use for purposes of protection against an invading foe. But they are cherished and carefully maintained by the Quebecers, as reminders of an interesting and historic past. The old gates have all disappeared, but an extremely ornate and

beautiful arch has taken the place of the former St. Louis gate.

Lovers of the antique will find very much of interest in Quebec. The old narrow streets still exist in some instances, notably in the cases of Little Champlain, Sous-le-fort and Sous-le-Cap streets, much as they were originally designed in the first days of the French occupation of the country. There are dwelling houses still standing, of almost as great an age as the little streets just mentioned, and many of those of a later date are supplied with the curious porte-cochères attached to the old residences of so many Norman towns.

Portions of the original buildings of the Quebec Seminary, the Hotel Dieu and the Ursuline convent, dating from the seventeenth century, are still to be seen, surrounded by more modern portions of those institutions. The foundations and portions of the walls of the little church of Notre Dame des Victoires in the Lower Town, and of the Basilica or Roman Catholic Cathedral, are of still earlier date.

The Basilica of Quebec, which has already been mentioned, has a far from pretentious exterior, though its interior is exceedingly beautiful, being fashioned, so far as its chancel is concerned, after that of St. Peter's at Rome. It contains a number of very valuable paintings, which were saved from destruction at the hands of the Revolutionists in Paris by a Canadian priest who happened to be there at the time. One of these is the Crucifixion, by Vandyke, which is much admired by competent critics. A number of other pictures from the same French collections are to be seen in Laval University, while some are now in possession of other city churches and of the chapels of some of the convents.

One of the most striking and most ornate of the city's structures, and which occupies a very commanding position in the forefront of the town, overlooking the river, is the Chateau Frontenac. This princely hotel, which dates back only a little more than ten years, stands on the very site where once stood the famous Chateau St. Louis, the seat of French Government in North America for so many years. Here lived and died Champlain.. Here also ruled Montmagny and many other of the old viceroys who upheld the authority and the dignity of the *fleurs-de-lis* in the capital of New France. Here, too, lived the haughty Count Frontenac, who answered by the



(Engraved for "The Book of Canada.")

The Harbor of Quebec from the Citadel.

Hotel Chateau Frontenac and the Terrace.

St. Lawrence River.

mouth of his cannon to the demand of surrender sent him by an English admiral anchored in the river below. Not only is the Chateau itself one of the most comfortable and most luxuriantly appointed of modern hotels, but it occupies a site that is unequalled anywhere for scenic beauty. Above it, a few hundred feet to the south, towers the Citadel, immediately below it is the St. Lawrence, while spread out on either side from its very doors is the world-renowned Dufferin Terrace, an incomparable promenade, nearly a quarter of a mile in length, perched upon the very verge of the cliff that looks down almost perpendicularly upon the tidal waters of the St. Lawrence, 180 feet beneath. The bold heights of Levis on the other side of the stream, the broad expanse of water looking towards the sea, with the picturesque Isle of Orleans stretching down from opposite the Falls of Montmorency to below the saintly shrine of the miracle-working Ste. Anne, form a picture whose beauty is but seldom equalled, and around which clusters such a stock of legendary lore and historic memories, that the very air seems haunted by the spirits of dead saints and heroes. Nor is the setting unworthy of the picture, for those are the Laurentian Mountains that form the deep blue background stretching away in the distance towards the north for nearly two hundred miles, and full of the interest excited by all far northern latitudes.

To the rear of the Terrace, on the one side, stands the twin-faced monument erected to the joint memory of Wolfe and Montcalm,—the victor and the vanquished,—and on the other is the English cathedral, erected by King George III, exactly a hundred years ago, for the use of his English-speaking subjects of Quebec. It is a roomy and interesting old church, containing a number of very beautiful memorial marbles, brasses and stained glasses, and beneath the chancel of which are interred the remains of the unfortunate Duke of Richmond, who died of hydrophobia, while Governor-General of Canada. The cathedral contains a very sweet chime of bells and possesses a rich, solid silver communion service, which was also presented by King George. The cathedral is built upon the site of the old church of the Recollets.

Between the cathedral and the Terrace is the very beautiful monument erected by the citizens of Quebec to the memory of Samuel de Champlain, the founder of their city.

Scarcely more than a stone's throw from this monument, upon the opposite side of Mountain hill, is the site of the old Parliament House, which fell a prey to the devouring element in 1883. This building was the studio of the artists of Confederation, for within its walls was moulded the form of that constitution which united in one Dominion the scattered colonies, comprised between the Atlantic and Pacific Oceans, while securing to the people of each their own provincial autonomy and self-government in local affairs. Adjoining the little park which now occupies the former site of the old legislative halls, is the Grand Battery, where, on the very edge of the cliff, overlooking the river, are mounted, in a long row, a number of heavy guns, of quite imposing appearance, though of decidedly obsolete pattern, grim reminders of the many sieges sustained by this old city.

One of the most interesting legends connected with the past history of Quebec, is that of the Chien d'or, or Golden Dog. The famous stone upon which is the sculptured dog, yet gilded, from which the story takes its name, is still to be seen over the north entrance of the post office,—the handsome structure at the head of Mountain hill, facing the palace of the Archbishop. The story belongs rather to romance than to history, and must, therefore, be sought either in the novel which bears the same name, or in the guide books.

The new Parliament House and the very ornate drill hall are both situated on the Grande Allee, one of the most fashionable residential streets of the city, which leads out to the St. Louis road and the residence of the Lieut.-Governor at Spencer Wood, past Wolfe's monument and the Plains of Abraham. This road is much frequented as a popular drive, and at a distance of eight miles from the city, passes Cap Rouge, a picturesque locality, a little above the scene of the enormous cantilever bridge over the St. Lawrence, now being built at a cost of eight millions of dollars. This structure is one of the wonders of the age, having the longest span of the kind in the world, some eighteen hundred feet in length, and 150 feet above the water at high tide.

One of the most picturesque localities, however, in this part of the country, is the mouth of the Chaudiere, at the farther end of the big bridge. Here are located the works and the valuable lands of the Quebec Improvement Company, where a big railway and factory town is destined to spring up in the near future, with splendid river front sites for residential homes.

On both the Quebec and Levis sides of the river there are electric railways, and when the bridge over the St. Lawrence is completed, a magnificent round trip will be made possible. On the south side of the river, the cars run at present from St. Joseph de Levis, the scene of the picturesque military camp and of the Graving Dock, to St. Romuald, within easy distance of the mouth of the Chaudiere. On the opposite shore they run from Quebec to La Bonne Ste. Anne, a distance of 21 miles, through one of the oldest and most picturesques parts of Canada, passing on the way the famous cataract of Montmorency, which is higher than Niagara, and one of the most beautiful to be seen anywhere.

St. Rochs and St. Sauveur suburbs have suffered more than any other quarters of the city from the devastation wrought by successive visitations of the fire fiend. These conflagrations have not proved an unmixed evil however, for the appearance and character of these portions of the city have much changed for the better, in consequence of the more substantial class of buildings which has taken the place of those that became the prey of the devouring element.

The heaviest blows sustained by the commerce of Quebec in comparatively modern times are those flowing from the changed conditions of the timber trade and from the superseding of wooden ships by iron steamships. At one time, the timber trade in Quebec furnished employment to from five to six

thousand laborers, and when it was the greatest shipbuilding port of the world, forty to fifty ships were built in a single year, and gave work to several thousand artisans. In the old palmy days of the timber business, there were some twenty firms in the port engaged in the square timber trade, and the coves extended for a distance of ten miles on both sides of the river,—from Sillery to Cap Rouge on the Quebec side, and from the Chaudiere to Indian Cove on the Levis side.

It is of interest to note that the first timber shipped to Europe from Canada, was sent from Quebec by Talon in 1667. Lieutenant Hocquart sent timber and boards to Rochefort in 1735, but the export to England only began in the early days of the last century, when the continental ports were closed to Britain by Napoleon. The trade grew rapidly, and as many as 1,350 square-rigged ships have entered the St. Lawrence in one year to load timber. It appears to have reached its zenith about 1864, when 20,032,520 cubic feet of white pine timber were exported. Since then the trade has gradually declined.

Though there has been a falling off, even during the last decade, in both the pine timber exports from Quebec, and those of oak, birch and other hardwoods, the shipments of spruce deals have fairly well held their own. Official figures show that while the average for the five years 1894 to 1898, inclusive, was 3,618,729 standards, the exports for 1899 were 6,563,000 standards; for 1900, 4,965,468 standards; for 1901, 6,738,669 standards; for 1902, 4,691,149 standards; and for 1903, 3,050,053 standards.

Reduced to feet, the total lumber and timber exports of Quebec for the season of 1903 amounted to 109,688,817 feet, board measure, but the three or four leading houses of Quebec engaged in this trade also exported some 200,000,000 feet of lumber and timber during the same year from other Canadian ports, about one-half of which was shipped on board of steamers in the Port of Montreal. A



The Old Duke of Kent House,

On the line of the Quebec Light and Power Co.s Street Railway.

considerable quantity of the spruce lumber was shipped to the River Platte. Local consumption was also large, while the United States demand was greater than for some years past.

A very important factor in the maintenance of Quebec's export trade is the Quebec and Lake St John Railway, which carried to the port in 1903 no less than 3,156 cars of deals and lumber, 1,510 of pulp, 1,144 of pulp-wood, 684 of square timber, and 513 of railway ties.

The value of the wood pulp exported from Quebec in 1903 amounted to $830,713, against $238,772 in the preceding year. Yet the manufacture and trade in this article are only yet in their infancy in the Quebec and Lake St. John districts. Existing factories are being enlarged and new ones are in course of establishment in various parts of the ter-



Montmorency Falls.

On the line of the Quebec Light and Power Co.'s Street Railway.

ritory in question. Out of nearly twenty millions of acres contained in the Lake St. John territory, only a little more than 500,000 acres are cleared and under cultivation. Most of the remainder is covered with forests. White, black and red spruce constitute more than 75 per cent. of the timber. Outside of that suitable for sawlogs, an official of the Provincial Government has estimated that there are over 97,000,000 cords of pulp-wood in this region, taking only the product of the first cut. The coniferous forests of the Lake St. John country exceed in extent, those of Norway, are nearly equal to those of Prussia and to half those of Sweden. Canadian pulp commands a higher price than the Scandinavian article, and if the requisite capital be devoted to it, there is enough wood and enough motive power in the Lake St. John territory to keep half of Europe supplied with wood pulp. A well-known authority on this subject, Mr. F. N. Ritchie, who has established a bureau at Quebec, as dealer, broker and consulting expert in timber limits, water powers, pulpwood lands, pulpwood, lumber, ties, etc., has recently written as follows on this question: "The Province of Quebec, with its immense forests and unrivalled water-powers, with rail and water shipping facilities, is, without doubt, the greatest centre on this continent for the manufacture of pulp and paper. It is a well-known fact that, owing to the scarcity of spruce pulpwood to supply the immense pulp and paper mills of the United States, capitalists will have to come to the Province of Quebec. A certain quantity of pulpwood is purchased in this Province and shipped by rail and water to those mills, but this is a very costly method. The most feasible and practical way of solving this problem would be for capitalists to

purchase certain extensive spruce timber limits and water-powers, and construct their pulp and paper plants in close touch with the limits, where pulpwood could be delivered at their mills at a nominal cost, and the product shipped by rail and water to all parts of the world. Even contending with the duty on pulp and paper coming into the United States from the Province of Quebec, I am convinced that they could be actually delivered on the markets of the United States cheaper than at present. I am personally acquainted with several American capitalists who have purchased water-powers and timber limits in the Three Rivers district in this Province, with the serious intention of putting up pulp and paper plants, and these same parties are seeking to control more timber limits and water-powers. This goes to show that in the United States the raw material for the manufacture of pulp and paper is about exhausted, and that capitalists are seeking pastures green."

Shipbuilding commenced in Quebec as early as 1672, under the initiative of the progressive Intendant Talon. The first Quebec-built craft to cross the ocean was modelled on the banks of the St. Charles in 1703. Notwithstanding the offering of a subsidy by the French Government, for the purpose of stimulating the industry, it made but little headway until 1727. From that year up to 1850, when the last ship was built here, upwards of three thousand ships were launched at Quebec, representing some 1,400,000 tons. One of these, the Baron of Renfrew was of 5,880 tons, and after 1850



The Quebec Railway Bridge building across The St. Lawrence River above Quebec.

many very fast clipper ships were turned out of Quebec shipyards.

The most important industries of Quebec to-day are those of boots, shoes and leather.

In the boot and shoe trade alone the capital invested runs from a million and a half to two millions of dollars. The 27 factories in the city furnish employment to upwards of four thousand hands, whose earnings are from $24,000 to $25,000 per week. The annual output of shoes is from three and a half to four millions of pairs, the quality running from the coarsest brogans to the finest shoes made in the country, a very fair proportion of which are turned out in the city of Quebec. Almost the entire output of these factories is consumed in the Dominion.

Quebec has been for some time past the chief centre of the tanning business in Canada. The number of firms engaged as tanners or curriers, or both, is twenty, and the capital invested by them is upwards of $200,000. From 4,000 to 5,000 hides are tanned here every week, nine-tenths of which are imported from other centres. This industry furnishes employment to about 300 curriers and 100 tanners, whose wages average fully $1.50 per day. There are also two large factories here for the dressing of kid and the manufacture of gloves therefrom, and these use up respectively 900 and 600 dozens of skins, weekly.

The dressing of raw furs and their manufacture into articles of apparel, is another very large industry. The three leading manufacturers in this line employ many hundreds of hands and ship their manufactured goods to almost every part of the world. A number of smaller houses are engaged in the same business.

Amongst the other industrial establishments of which Quebec may boast, mention may be made of those engaged in the manufacture of cigars, furniture, box shocks, ales, beer, porter and aerated waters, rifles and biscuits.

A large export trade is done in asbestos from the Megantic mines, in dried and other fish from Gaspe and Labrador, as well as in fish oils, while the shipment of cheese from the outlying rural districts, and especially from the Chicoutimi and Lake St. John country, is a large, important, and rapidly expanding branch of the commerce of the Ancient Capital.

Of the shipping and the commerce of the future, Quebecers believe that their port is destined to handle a very large share. Much is expected here from the construction of the Grand Trunk Pacific Railway and of the bridge over the St. Lawrence at Chaudiere. The latter will furnish the necessary link between the lines of the Grand Trunk Pacific on either side of the St. Lawrence, besides giving a connection to the Canadian Pacific, the Quebec and Lake St. John, the Great Northern of Canada, and the Quebec Railway, Light and Power Company on one side of the river, with the Grand Trunk, the Intercolonial and the Quebec Central on the other side. All the way from the Quebec end of the bridge to the heart of the Lower Town, where a union railway station is to be erected upon the site of the Champlain market, a line of deep water wharves will be constructed for the accommodation of shipping, which in addition to that which will always tax the Port of Montreal to the utmost, will come to Quebec to carry across the ocean the great overflow of the wheat crop upon the prairies of Manitoba and the North-West Territories, that will be brought here by the Canadian Pacific, the Grand Trunk Pacific, the Great Northern of Canada and the future Trans-Canada Railway.

Already, thanks to the recent development and expansion of Quebec's trade and to the vast commercial opportunities now opening before her, a very marked increase in the value of real estate both in the city itself and in the immediate surroundings, is noticeable, and the civic authorities, under the wise and prudent administration of His Worship Mayor Parent, have found it possible to widen and pave many of the streets, and to otherwise improve and beautify the appearance of the city, without increasing at all the burdens of the taxpayers; until Quebec has become, not only the most beautiful and the most picturesque, but also the most cleanly and the most ornamental of cities, with the prospect of becoming, at an early date, one of the most important industrial centres upon the Atlantic seaboard.

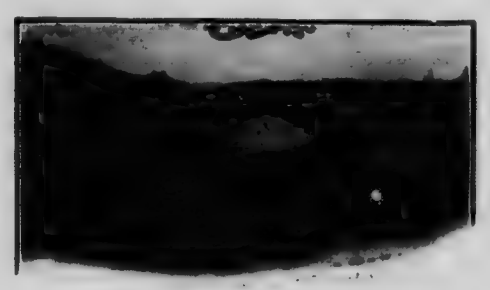
The Quebec Improvement Company, Ltd.

This corporation, at the head of which stands many of the most prominent men in the Dominion, controls all the land suitable for factory and residential purposes, extending from the great bridge which spans the St. Lawrence at South Quebec, to the Chaudiere Falls.

South Quebec, as this section is called, has, by means of its situation, concentrated within its borders the greatest of facilities for transportation, and at the same time combines one of the rarest sites for manufacturing purposes imaginable. A vast fleet of the largest sea-going vessels afloat can be accommodated at South Quebec, while the St. Lawrence, flowing down from the west, opens up thousands of miles of inland waterways; on through the great lakes and their tributaries as far as Chicago and Duluth.

Again, all the railway systems of Canada which will utilize the great railway bridge, the only bridge possible across the St. Lawrence for 200 miles, must cross the property controlled by the Quebec Improvement Company, Ltd. For manufacturers the company is prepared to furnish all these facilities, together with very cheap electric power, freedom from taxation for 25 years, and the cheapest reliable labor in America.

Seldom are companies promoted on such a strong financial basis, for already about one-half the stock of the Quebec Improvement Company, Ltd., has been sold, and the balance is selling at par, and the proceeds are being invested in the land surrounding the south end of the Quebec Bridge. The company have already acquired over 600 acres, extending from Chaudiere Falls to the terminal of the bridge, and they have also acquired the tidal basin of the Chaudiere. Here, in one of the most beautiful spots imaginable, buildings lots will be sold for homes and summer cottages, the payments required being no more than a nominal figure. The corporation have also secured substantial rights and privileges, such for instance as the booming rights at the mouth of the Chaudiere River; several thousand feet of as fine dock property as there is on the continent, and sites for elevators, where the grain may be unloaded at the top and transhipped to ocean steamships by means of gravity. This is pronounced by experts to be not only a unique but a most feasible undertaking. An almost unlimited supply of cheap electric power can be had in the neighbourhood, while the shipping facilities would be hard to surpass. Of the railways which will touch at these points, two are trans-continental highways, and there are five others which extend their lines and connections to all portions of the continent.



Chaudiere Falls (Fox Bay), South Quebec.



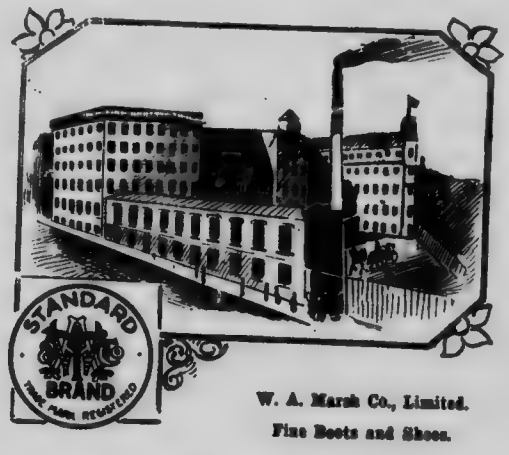
Chaudiere Basin, Garneau Wagon Bridge and Quebec Railway Bridge from Company's property.

Some idea of the strength of this company may be gained by mentioning some of the officers and chief stock holders. Hon. Sir C. A. P. Pelletier, K.C.M.G., ex-Speaker of the Senate, is President; John T. Ross, Vice-President of the Quebec Bank, is Vice-President; Hon. N. A. Belcourt, M.P., Ex-Speaker of the House of Commons, is a Director. The Treasurer is Col. G. E. Allan Jones, and the Secretary Mr. Robert Stewart, while the Managing Director is Mr. Butler Lowry. Among the prominent stockholders are Hon. Sir Frederick Borden, K.C.M.G., Minister of Militia and Defence; Hon. Sir A. P. Caron, K.C.M.G., ex-Minister of Militia and Defence; Hon. J. M. Domville, Senator; Mr. W. M. German, M.P., Mr. Robert Gill, manager of the Bank of Commerce, Ottawa.

The headquarters of the company are at No. 81 St. Peter Street, Quebec, and here all information pertaining to dock property, lots, lands, emplacements and factory locations will be furnished.

The W. A. Marsh Company, Ltd.

The business history of the W. A. Marsh Company, Ltd., might well be taken as a standard of what brains, energy and enterprise mean in the boot and shoe manufacturing trade of Canada. This company, which has been established in the city of Quebec a little over a quarter of a century, has since its inception worked upon the cardinal principle that nothing was too good for the trade, the consequence being that the company has won a prominent place among not only the boot and shoe manufacturers of Canada, but of the entire continent as well. It was largely owing to the work of this enterprising house that the old idea that Canadians could not manufacture really fine footwear was eliminated for all time. In the old days there prevailed among retail dealers, and among buyers as well, an impression that if really fine shoes were desired they must be imported from the United States. Among the first firms in Canada to demonstrate by the work of their own hands the folly of this was the W. A. Marsh Co., Ltd. The best of skilled labor was hunted up wherever it could be found, the best of materials were gathered together, the latest and most improved machinery purchased, and presto! the finest of boots and shoes were turned out. Then came the fight for the trade, for retailers and the public are hard to convince when once they get their minds directed into other channels. But this came in time, the consequence being that the firm built up one of the most desirable boot and shoe manufacturing businesses in Canada. A view of their fine factory in Quebec, be it ever so superficial, must convince one of the fact that the reputed large trade enjoyed is no idle boast. The factory, in which is heard, in season and out, the busy hum of machinery, is situated on St. Valier Street. The main structure is six storeys high, and there is also a wing containing six storeys. The building is of brick, and filled from top to bottom with the most modern machinery that money can buy or brains invent. Some five hundred and fifty hands find employment, and they produce footwear of every imaginable variety. Some idea of the extent of the lines manufactured can be gained from the fact that the samples run over seven hundred in number. Mr. Mulready, the busy superintendent of this large business is a perfect master of detail, there not being anything which gets beyond the ken of his watchful eye. The trade of the W. A. Marsh Company, Ltd., extends from one end of Canada to the other, there hardly being a city or town of any size where the output of this factory is not sold. The retailer has in dealing with this house the advantage of an immense line of manufacture, and at the same time the protective strength of one of the soundest houses financially in the Dominion. That the produce of this factory is appreciated abroad is shown by the fact that at the recent Glasgow Exhibition the exhibit of the company received an award, and in Paris in 1900 a gold medal was awarded them, also a silver medal at Jamaica in 1891, and at Quebec in 1899, as well as a diploma at the Treniden and Tokayo Exhibition in 1891. Within the past quarter century the position of the city of Quebec as a boot and shoe manufacturing centre has become assured, and to-day throughout the Dominion the city is spoken of as the hub of the business. The establishment of such a reputation has meant the expenditure of much capital, and this at a time when results were not so certain as they are to-day. The W. A. Marsh Company, Ltd., was one of these pioneers, and to the company's energy, ability and foresight is due a goodly share of the credit for making the city of Quebec a shoe manufacturing centre.



W. A. Marsh Co., Limited.
Fine Boots and Shoes.

The New St. Louis Hotel, Quebec.

This historic house, with its fine situation and picturesque surroundings, has quite recently been remodelled and renovated, an electric elevator being added. The table of the St. Louis maintains the repu-



The New St. Louis Hotel, Quebec.

tation set by the present management, while the rooms are models in the way of light and air. The proprietor is Mr. L. V. Dion, and the manager Mr. P. K. Hunt. The house under its present management has proved eminently successful, thereby emphasizing the fact that the travelling public appreciate the endeavors which have been made in their behalf. The rates are from $2.50 to $4 per day.

A Picturesque and Valuable Water Power.

The Seven Falls of the Ste. Anne River between the parishes of St. Tite and St. Fereol, in the County of Montmorency, nine miles from the outlet of the stream into the St. Lawrence River, are simply a series of wonderfully picturesque cascades, forming one enormous fall, with a total height of 374 feet. The area drained by the Ste. Anne River is 447 square miles, and the greatest part of this territory is thickly wooded. Because of these abundant forests and of the numerous lakes by which the river is fed, the Ste. Anne has a larger flow for its drainage area than either the Montmorency, the Jacques Cartier or the Becancour.

Different engineers who have prepared estimates of the volume and value of the power at Seven Falls agree that the minimum flow of the river immediately above the Falls is two hundred cubic feet per second, and that this will assure a development of 8,463 horse powers. Making a liberal discount for all losses to be deducted, the engineers' reports state that it is possible to have available for sale and to deliver 6,000 electric horse power, in the form of electric current, while if four or five of the principal lakes that drain into the river could be used as reservoirs, the power could be doubled.

Twenty-five miles east of the Falls are the famous iron ore deposits of St. Urbain, awaiting development, and at about the same distance to the west is the city of Quebec, with its vast and rapidly increasing demands for electric power.

Jean Baptiste Morissette.

Mr. Morissette was born in Quebec, October 12th, 1855, graduated in Laval Normal School and followed a special English course in Thom's Academy, where he also graduated in 1875. The same year he entered the office of the "Queen" and New York Life Insurance Cos. In 1882 he was named agent at Quebec for the Glasgow & London Insurance Co., of London, England. In 1890 the Union Assurance Society of London, England, entered the Canadian field, and he was appointed to their Quebec Branch as general agent. Subsequently a number of other companies entrusted their interests to this well-trained, energetic man, who to-day represents the strongest of companies, and has built for himself, as well as for the companies, the largest income of any local insurance branch office in the Dominion of Canada.

Mr. Morissette represents the Guardian Assurance Company, of London, England; Liverpool & London & Globe Insurance Co.; Union Assurance Society of London, England; North American Life Assurance Company; Canadian Railway Accident Insurance Co. of Canada; Lloyd's Plate Glass Insurance Co. of New York; and United States Fidelity & Guarantee Co. of Baltimore, Md.

Mr. Morissette had the honor to represent, in the City Council of Quebec, the Jacques Cartier Ward, and was twice elected by acclamation. He is a Justice of the Peace, member of the Board of Trade, and of almost all local societies. He founded in 1902, with the leading life insurance men, the Quebec City Life Assurance Agents Association, and holds the position of President.

The Clarendon Hotel.

One of the most advantageously located houses in Quebec is the Clarendon Hotel, which is in close proximity to the Parliament Buildings, Court House and Dufferin Terrace. The hotel stands on the corner of



The Clarendon Hotel.

St. Ann and Garden Streets, directly opposite the English Cathedral and the new City Hall. The house contains seventy-five rooms, is lighted by electricity, heated by hot water system, has an elevator, and in fact has all modern improvements. The Clarendon Hotel Company are the proprietors of the house, and the manager is Mr. L. Noel, an hotel man of wide experience. The rates are from $2.50 to $4.00 per day. Among the several very good hotels in Quebec the visitor has to select from, the Clarendon offers distinct advantages to the tourist or commercial traveller, and enjoys a splendid reputation and patronage from those who appreciate the comforts of a well conducted hostelry.

PAQUET'S

The GREAT DEPARTMENTAL STORES OF QUEBEC

The Wholesale Establishments of J. Arthur Paquet

A Quebec House with a business Extending from Newfoundland to Dawson City

Established Fifty-five Years ago

If Quebec is proud of a single mercantile firm within its boundaries then Paquet's is included in the number. To thousands the name of the departmental stores of Z. Paquet, situated on St. Joseph Street, is a household word.

The beginnings of this business, back in the year 1850, when it was established, were small indeed in comparison with to-day. But then the city was small and its demands trivial as compared with the present. Mr. Paquet, who died on the 26th of last February at the venerable age of eighty-six, did not begin life in the dry goods trade, which he followed for the past half century, but started into it at a period in life when most men begin to think of retiring, or at least are well on in their business careers.

After the removal to St. Joseph Street the business rose with rapid strides, and after the purchase of the immense stock and premises of the late Mr. Carrier, Mr. Paquet's annual sales must have doubled. It was then the firm began to feel its great financial strength and got the impulse to widen and extend its increasing volume of trade, and in due time it began to manufacture its own supplies, and the workrooms of the premises in St. Joseph Street became thriving hives of industry—mantle and dress making, millinery in all its branches and tailoring in immense volume. In the cutting rooms, of course, the newest appliances are used and hundreds of tailors are employed in putting the garments into shape. Besides the large trade done in custom made suits, overcoats, etc., the firm carries an abundant stock of ready-made clothing, enormous piles from which half the male population of Quebec might clothe themselves at an hour's notice.

The Paquet wholesale establishment was inauguarated by the late Senator Arthur Paquet, who started in to manufacture furs, dressing, dying and making up from the raw article. This business, which is extensive, is run under the style of J. Arthur Paquet, and there are branches in Montreal, Ottawa, Toronto and



THE LATE ZEPHIRIN PAQUET, Founder of the House of Z. PAQUET

THE LATE HON. SENATOR, J. ARTHUR PAQUET



G. A. VANDRY, Esq.
General Manager of Z. Paquet's



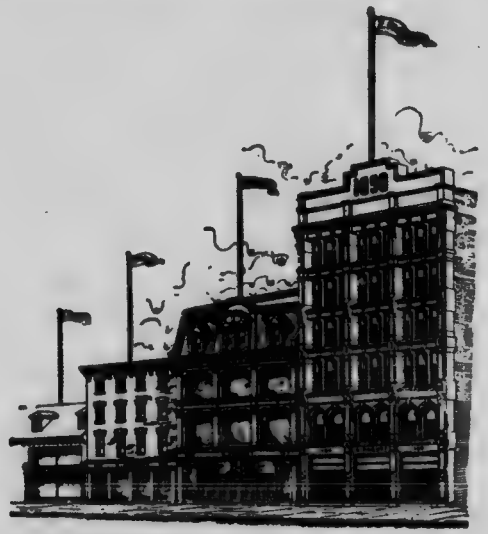
FUR and GLOVE FACTORY, Notre Pointe, Quebec

Winnipeg, and travellers, some eighteen in number, cover the territory even as far as Newfoundland on the east and Dawson City on the west. The managing director of the firm is Mr. G. A. Vandry, who at all times gives the business his close personal attention.

Though Mr. Z. Paquet had retired from active business, leaving the trade he built up to his sons and other successors, the firm still bears his name.

Taking the aggregate of stock comprised in the retail stores and wholesale branches of the Paquet firm, it will total over a million of dollars worth; and estimating the number of salespeople, heads of departments and division managers, factory hands and all description of workers employed by the house, they will count close upon a thousand; and, large as these figures may seem, they do not represent the height or full tide of the thriving firm's prosperity and achievements, for a house that has grown from its small beginnings to its present dimensions is still growing and enlarging and spreading its influence, and it is destined to go forward at a quicker pace in the future under the stimulus of the city's reviving commercial interests.

Visitors to the ancient capital are made especially welcome to these stores. They are really one of the most interesting features of the many that the city of Quebec contains, and are commented upon by all who visit them as being remarkably modern and up to date in every particular.



DEPARTMENTAL STORES, St. Joseph St., Quebec

W. and J. Sharples.

In order to gain anything like a correct idea of the extent of this firm's operations in the lumber trade, one should visit Bridgewater and Sillery Coves during the shipping season, the export business being in the neighborhood of two hundred million feet of lumber per year. The business, which is now owned and carried on by Hon. John Sharples, was originally founded in Liverpool in 1820, the Quebec house being established in the same year. The changes in the personnel of the firm since that day, over three-quarters of a century ago, have naturally been many. The original title of the firm was William Sharples and Son, which at a later period was changed to Henry Sharples and Company. Later on again in the history of the old house Mr. Henry Sharples returned to England to look after the firm's business there, making Liverpool his headquarters. The firm then became Sharples, Wainwright and Co., and later still C. and J. Sharples, and afterwards again John Sharples, Sons and Co. The head of the last-named house was the late Hon. John Sharples, who died upwards of a quarter of a century ago, and his two sons, Messrs. William and John, succeeded and continued on the business, under the present title. In 1885 Mr. William Sharples passed away, leaving Hon. John Sharples the head of the house. As might be readily imagined, the firm handle all classes of lumber, shipping out birch, ash, elm, white and red pine and oak. In both Bridgewater and Sillery Coves the moorings for vessels are exceptionally good and all other shipping facilities are of the best. The firm maintain offices in both Montreal and Ottawa, an extensive business being done at both these points. Some two hundred men are employed by W. and J. Sharples, and the fact that many of the employees have been with this house practically all of their lives speaks volumes for the treatment accorded them. Some of the employees have seen upwards of forty years of service, and in season and out, the interests of the firm are with them the first consideration. Aside from this business, the interests of the Hon. John Sharples are very extensive. He is a member of the Legislative Council, and vice-president of the Union Bank of Canada. A director of the Quebec Railway, Light and Power Company, and Vice-President of the Auditorium Co. With Mr. Sharples is now associated in business Mr. William Power, the present member for Quebec West in the Dominion Parliament, and Mr. Harcourt Smith, who pay yearly visits to England in the interests of the firm.

The Oyamel Company.

The enormous possibilities of the Lake St. John district of Canada are well illustrated in the statement taken from an official report to the provincial government that there are sufficient waterpowers and pulpwood in that favored territory to supply the half of Europe with pulp and paper for all time to come. It is a noteworthy fact that many of the choicest timber forests in this part of the country have been secured for the Oyamel Company, of which Colonel B. A. Scott, the Mayor of Roberval, is the vice-president and general manager. These limits are by no means confined to pulpwood, however. They include some of the best standing timber in north-eastern Quebec, including some pine and enormous quantities of the finest spruce. Upwards of fifteen hundred miles of these splendid limits are now owned by the Oyamel Company.

The present headquarters of the company are at Quebec, and the original mills are situated at Roberval, Lake St. John. The sawn lumber manufactured at Roberval is chiefly shipped from the ports of Quebec and Chicoutimi to Great Britain, and enormous shipments of railway sleepers and pulpwood are made to the United States.

The limits from which the raw material is taken have been selected from amongst the best of those adjacent to the enormous rivers flowing into Lake St. John, or easily reached by their tributary waters. Thus the logs are easily floated down to the big lake, and to the mills at Roberval, on the lake side. The logs are hauled up into the mills from the water on one side and the lumber made from them shipped into the railway cars, on the other. And these cars, which are those of the Quebec and Lake St. John Railway, run alongside the ships upon which the lumber is to be loaded, in the ports of Chicoutimi and Quebec, and by means of the new railway bridge over the St. Lawrence at Quebec, now nearing completion, will have direct communication with the entire American system of railways.

In addition to its immense timber areas and to its mills at Roberval, the Oyamel Company is the proprietor of the magnificent water powers of the Grand Discharge of Lake St. John. It owns over thirty miles of the river, being the headwaters of the Saguenay. The falls and rapids in this stretch of water are capable of producing a succession of powers, totalling some 400,000 horse power, and of operating not only all the mills that might be necessary for the manufacture of lumber, but railways and other industries as well. Nothing could be easier than to float logs from Lake St. John down its discharge, or to convey the output of the mills along this stretch of water to the port of Chicoutimi, which is now being made available for ocean steamships of a heavy draught.

Extensive dredging operations are now in progress by the federal government, with this object in view, and are rapidly nearing completion.

Meanwhile a long stretch of the deep water harbor front immediately below the city of Chicoutimi, and in the best part of the port, has been acquired by the Oyamel Company.

The A. Gravel Lumber Co., Limited.

Wholesale Merchants and Manufacturers, Steam Planing Mills and Dry Kilns, Etchemin Bridge, Quebec.

This company was first established in 1882 as The St. Lawrence Lumber Company, and continued doing business under that style until 1885, at which date it changed to The A. Gravel Lumber Company (Limited), as it is to-day. The president of the company was the late lamented Hon. E. J. Price, who filled that position to the time of his death in 1899. He was succeeded in the presidency by his nephew, Mr. William Price.



The A. Gravel Lumber Co., Limited.

The company do a very large wholesale business in all kinds of lumber, including pine, spruce, birch, ash, etc., and are extensively engaged in the manufacture of portable houses, packing cases, mouldings, doors, sashes and blinds, etc. The steam planing mills and dry kilns are operated on a large scale, and the machinery, plant and entire equipment are the newest mechanical inventions for manufacturing purposes.

Any enterprise with which the Prices are connected is sure to be financially strong beyond question, and that means business facilities and advantages which can always be turned to good account. As a result of that the company under review are busy all the year; in fact, the works have been running night and day all the Summer. The export of shooks, dressed lumber and spruce deals constitute a large item in the firm's annual turnover, and may be regarded as a specialty; the mills are situated at Etchemin Bridge. They are under the eye of the Manager and of the Superintendent, who devote their entire time and energies to the duties of their respective positions. The bulk of the Company's business lies with the United Kingdom, the United States, and South America. The products of the factory are shipped by car loads and by boat loads, also in cargo lots, ample shipping facilities being available by rail and water. Thoroughly equipped agencies are maintained in Boston, New York and London, in charge of responsible men trained in the service.

The Company employs about 250 men,—all are engaged in and about the Mills.

The career of the concern has been marked with success from its inception. The practical share of the work, which comes through the hands of Mr. A. S. Gravel, Managing Director, and Mr. Joseph Gravel, Superintendent, is ably performed by men who are courteous and agreeable and attentive to the public.

The John Ritchie Company, Ltd.

No review of the boot and shoe manufacturing business of the city of Quebec would be complete without an extended reference to The John Ritchie Co., Ltd., for Mr. John Ritchie, the founder of the company, was one of the pioneers in the trade, and has ever since held a most prominent place. It was back in 1878 that Mr. Ritchie, having looked the ground over carefully, came to the conclusion that the city of Quebec might just as well as not become a great manufacturing centre for boots and shoes. In those days Quebec was not the thriving manufacturing and business centre it is to-day. The ship building trade, which had languished since the introduction of iron and steel vessels, was at low ebb, and the establishment of what was then a new industry took nerve as well as capital and brains. Mr. Ritchie figured, however, that the introduction of the boot and shoe manufacturing business on a large scale would and should pay, and the events of the past twenty-six years have proved his judgment to be correct. As stated, Mr. John Ritchie, who is still at the head of the business, was the founder of the house, the factory being then, as now, situated on Ste. Helene Street, St. Roch, Quebec. The building covers an area of 40 x 200 feet, and is five storeys in height, and here between four and five hundred hands are kept busily employed from one year's end to the other. In 1898 Mr. Ritchie, following the almost universal custom of the present day, resolved to organize a limited liability company, and this was accordingly done, the capital being placed at $100,000. Of course, Mr. Ritchie still continued in the active management, as president of the company, Mr. A. R. Drysdale being the Secretary.

The goods manufactured by the company include men's and women's machine sewed Goodyear Welt shoes, the quality running from medium to fine. Within the past few years the company has done considerable export trade, the countries taking the goods being the sister colonies, New Zealand and Australia. Upwards of five hundred samples are turned out, thus giving the trade every possible opportunity for selection. The work of this factory is notably good, every machine and contrivance known to the trade, and which has been found of any benefit, having been introduced, while the hands employed are the best which a good, round, weekly wage can procure.

P. E. Falardeau and Company.

A firm of tanners, curriers and patent leather manufacturers who enjoy a large export business with England are P. E. Farlardeau & Co., 224 to 230 St. Helen Street and 3 to 11 Caron Street, Quebec. The business was established in 1874 by the present head of the firm, and was first situated at 224 St. Helen Street, a part of the present location. The firm's annual output amounts to some 20,000 hides, and they also manufacture black leathers, also black and colored patent leather, and "Gutta Percha" patent leather. At least half of the output of the house is exported to the English market, and thus it is that leathers of the proper quality are appreciated right in the midst of a country which has been tanning and preparing hides for many centuries.

O. L. Richardson and Sons.

This firm of leather merchants has the important distinction of being the oldest house of its kind in Canada to-day, having been founded ninety-two years ago by the grandfather of the late O. L. Richardson. The present proprietor of the business is Mr. O. B. C. Richardson, son of the late Mr. O. L. Richardson. The firm are importers of saddlery, and wholesale manufacturers of harness, the business being carried on at Nos. 47 and 49 St. Peter Street, Quebec. The harness factory is located at Levis. Here all classes of saddlery is manufactured, including single and double, light and heavy harness, saddles, etc. The firm also makes a specialty of moccasins. Their trade extends over practically all of Canada, travelling representatives being kept on the road constantly. The firm is known throughout the Dominion as a thoroughly reliable and representative house, and enjoys the confidence and patronage of the leading dealers in this line of industry.

Luc Routier.

This well known house of boot and shoe manufacturers was established in 1896. For five years Mr. Frederick Lachance was proprietor, and it was then bought up by the present owner, Mr. Routier. In the large shoe manufacturing centres of Canada and the United States, Mr. Routier acquired a perfect knowledge of the business, and his twenty years' experience has stood him in good stead at his Quebec factory. A specialty is made of goods of medium quality, and these are sold all over Canada, from British Columbia to the Maritime Provinces. The facilities of the factory are of the highest character, and the proprietor is able to fill orders with the utmost promptness. The office and factory are situated at No. 56 Colomb Street, Quebec.

The Blanchard Hotel.

This hotel, which is situated in the business section of the city of Quebec, is an exceptionally good, moderately priced house, the rates being from $1.50 to $2 per day. The house was first established back in the



The Blanchard Hotel.

early quarter of the last century, and in 1895 the present proprietor, Mr. Joseph Cloutier, succeeded to the business. Under his management many improvements were made, making the house thoroughly up-to-date. The hotel is fitted with large sample rooms and is the headquarters of a large number of commercial travellers, who wish facilities in the centre of the business district. Guests are comfortably lodged, and the table is excellent.

Auger and Son.

This firm of lumbermen doing business at No. 119 St. Peter Stret, Quebec, is one of the most important in this vicinity. Mr. A. J. Auger, the head of the firm, has had a life long experience in the trade. He gained his knowledge of the business in the practical field of actual labor. He was, years ago, after completing his education at the Christian Brothers School, an employee of a large lumbering firm in the Ottawa district, and from time to time brought lumber down to Quebec, to be shipped on to the European markets. In 1866 Mr. Auger established himself in Montreal where he did business until 1874, in which year the Quebec house entered the trade. Mr. Auger was the first Canadian to grasp the possibilities of the pulp wood trade, and was the first Canadian to export to the United States. The son and partner in the business, Mr. A. G. Auger, has been connected with his father since manhood, taking a most active part in the business, which consists mainly of railway ties, cedar poles and pulp wood, though a large general lumber trade is done. Mr. Auger, sen., has quite recently founded the Charlevoix Lumber Company, the purpose being to exploit valuable limits at Port-aux-Quilles.

Carbray, Son and Company.

This firm of shipping agents and general commission brokers dates back to the year 1869, at which date the senior member of the firm, Mr. Felix Carbray, established business in the city of Quebec. In the spring of 1870 Mr. Carbray took in a partner, Mr. F. A. Routh, the new firm becoming Carbray & Routh, and which a few years later was changed to Carbray, Routh & Co. Offices were opened in Montreal, where the firm became both well known and popular. Mr. Routh took care of the Montreal end of the business, while Mr. Carbray, who preferred to remain in his native city, managed the Quebec portion of the trade. In 1900 the partnership expired. The firm was therefore dissolved and its affairs liquidated. Mr. Carbray senior resolved, however, to continue in business, at Quebec, and thereupon formed a partnership with his son, Mr. William J. Carbray, under the title of Carbray, Son & Company, while his former partner continued the Montreal business under the name of F. A. Routh & Co. No firm in the city of Quebec is better known in the shipping and general commission business, and no firm is more popular than Carbray, Son & Company. The senior member of the firm was born in the city of Quebec, back in 1835, and has always made the old town his home. Here he has always taken an interest in public affairs, being peculiarly well fitted to maintain the honors which were from time to time conferred upon him. As a shipping man of many years' experience he is particularly well qualified for the seat upon the Quebec Harbor Board which he occupies. He is also a prominent member of the Quebec Board of Trade, and is Consul for Portugal, and being the oldest Consul at Quebec, is Dean of the Consular Corps. In 1881 the senior member of the firm was elected a member of the Legislative Assembly, and his record in the House was such that no one could help but admire it. He was a forceful speaker, and was frequently heard on the questions of the day to great advantage. The firm Carbray, Son and Company have large and valuable connections in the British shipping trade, gained by years of work and attention, and the business conducted by them as agents and commission merchants is a large and lucrative one.

H. R. Goodday and Co.

The firm of H. R. Goodday & Co., lumber merchants and exporters, was established in the city of Quebec, in 1895. Horace Richardson Goodday, the head of the house, came from England in 1890, when his father, Horatio George Goodday, formerly of London, Paris and Havre, entered into partnership with E. W. Benson under the firm name of Goodday, Benson & Co., and it was in their offices and at their camps that the senior partner of the present firm received his training. The firm of Goodday, Benson & Co. dissolved in 1895, and in the same year the new firm was organized. Mr. Hubert Clifford Foy, junior partner in the concern, is the son of W. L. T. Foy, head of the firm of Foy, Morgan & Co., lumber brokers and agents, London, England. Both partners have acquired a thorough knowledge of the lumber business in all its branches. Their specialty is spruce deals, which they handle in large quantities. They also export hardwood, pine, etc. Their trade is principally with the United Kingdom and the chief continental cities. Messrs. Foy, Morgan & Co., London, England, are their European agents. In 1903 the firm acquired the extensive and valuable Beauce Mills and forest properties, formerly belonging to Henry Atkinson, of Etchemin, and in 1904, and so as to work their manufacturing business on a separate basis, organized The Beauce Pulp & Lumber Co. (Ltd.), at Scott Junction, P.Q. The output of the Mills consists chiefly of spruce lumber, pulp wood and cedar ties. This business is quite distinct from that of H. R. Goodday & Co., lumber exporters.

King Brothers.

Mr. Charles King, the father of the present King Bros., came out from England in 1821, and took charge of the St. Nicholas lumbering establishment of Sir John Caldwell. In 1846, Mr. King, associating himself with Mr. H. D. Breakey, father of Mr. John Breakey, the President of the Quebec Bank, built the mills on the Chaudiere River. While this property subsequently fell into the hands of the late Mr. Henry King and Mr. John Breakey, the other brothers, Edmond, Charles and the late James King, M.P.P., acquired the Lyster property, and also from Madame de St. Ours, the seigniory of St. Jean de Chaillon, through which they constructed a railway from the St. Lawrence River to the Grand Trunk Railway, to enable them to bring their lumber to market. They subsequently bought the River Ouelle property on the St. Lawrence, about eighty miles below Quebec, the Pabos property on the Baie des Chaleurs, and the Cedar Hall property on the Intercolonial Railway. Within the last three years they have sold all their lumbering property, with the exception of that at Pabos where they still retain about five hundred miles of timber limits, and the firm of King Bros., with Mr. W. S. Thomas as a partner, is to-day carrying on a large lumber shipping business in Quebec and Hadlow.

The Edson Fitch Co.

The Edson Fitch company operates the largest factory in the world for the manufacture of match splints, of which it turns out nearly ninety millions per day. To reach this almost inconceivable result, five hundred hands are employed, and no less than twenty million feet of lumber are cut up in the course of a single year. This immense industry was established by Mr. Edson Fitch, a native of Glen's Falls, New York State, where he was born in 1838, being a direct descendant of Governor Thomas Fitch, who was Governor of the colony of Connecticut, in 1756, in the reign of George II. The family, which is one of the oldest in the United States, came originally from Kent, England, landing in Boston, Mass., in 1634. The homestead of the Governor, in Norwalk, Conn., is still in possession of the family, being owned by Mr. Fitch and his sister. Mr. Fitch entered the American army as lieutenant, in 1861, and took part, with General McClellan, in all the principal engagements of the Peninsular Campaign, until the first day's fight in the Battle of the Wilderness, 5th May, 1864, when he was severely wounded, being shot through the body. He was on staff duty most of the time, having been in 27 engagements, under Generals McClellan, Burnside, Hooker, Meade and Grant, and was retired with the position of Acting Assistant Inspector-General and Chief of Staff of the First Brigade of the Second Division of the Second Army Corps. Mr. Fitch has been Grand Master of Masons in the Province of Quebec, and Grand First Principal of the Grand Chapter of Royal Arch Masons.

Harold Kennedy.

The success which Mr. Kennedy has achieved since the establishment of his steamship, brokerage and commission business in 1884 has been remarkable, and to-day Quebec owes to his endeavors and influence a goodly percentage of the trans-Atlantic trade which the port of Quebec enjoys. Since the opening of his office in Quebec Mr. Kennedy has added two lines of steamships to the trade of the port, namely, the Moss Line, which operates at regular intervals between Quebec and Liverpool, and the McLay & McIntyre Line, operating between Quebec, Greenock and Glasgow. These vessels take their entire cargoes from Quebec. The firm are also agents for the Head Line, Belfast and Dublin, and the Holme Line, running to various European ports. He also manufactures spruce deals and birch timber, having mills at St. Raymond, River Noire, Lake St. Joseph, and Lac Long. Personally, Mr. Kennedy is a man of great influence in Quebec. As a member of the Quebec Harbor Commission he has done much to further the interests of the port. He is also President of the McArthur Export Company, Vice-President of the Jacques Cartier Electric Company; and the Federal Government quite recently appointed him a member of the newly-organized Transportation Commission.

The McArthur Export Company, Limited.

the export business established and carried on for many years from Quebec and Montreal by the McArthur Brothers Co., Ltd., of Toronto. However, as Mr. Peter McArthur is a director of the present company and as Mr. Edward Harper Wade, for many years manager of the export business of the McArthur Brothers Co., Ltd., remains as manager of the McArthur Export Co., Ltd., the change is rather that of a new departure in an old business. As timber exporters the firm is virtually known the world over. Mr. H. T. Walcot, agent in the United Kingdom for the McArthur Brothers Co., Ltd., retains the same representative agency for the new company in London, England. Mr. Edward Harper Wade, general manager of the McArthur Export Co., is a native of Liverpool, and his experience in the trade dates back to 1862. Mr. Harold Kennedy, who has also a wide experience in the trade on both sides of the Atlantic, is president.

Louis Canac Marquis.

Mr. Louis Canac Marquis has been in the lumber trade in the city of Quebec for the past twenty years and during that time has built up a large and lucrative business. He owns the yards occupied, which are situated in such a manner that he not only has the facilities of C.P.R. tracks into them, but also a wharf 182 feet long fronting on the St. Charles River. He is thus able to ship by rail or water with equal facility. The yards cover 15,000 square feet, and are situated at St. Malo, just outside the city. Mr. Marquis makes a specialty of hardwood lumber, and in fact he is the only one in Quebec who deals in this specialty. He is a large importer from the hardwood districts of the United States. Mr. Marquis does a large trade all over the Dominion and has extensive business associations in the United States. He is well situated to care for the best interests of a rapidly growing trade.

Waggoner and Ritchie.

The firm of Messrs. Waggoner and Ritchie, 309 Broadway, New York, dealers in timber limits, pulpwood lands, water powers, etc., consists of Mr. Ralph H. Waggoner and Mr. Frederic N. Ritchie. The latter gentleman is well known in Canada, being a forestry expert who has received the highest recommendations from such men as Sir Wilfrid Laurier, Premier of Canada, William Little, Honorary President of the Canadian Forestry Association, and dozens of lumbermen, managers of pulp mills, etc., who have had occasion to employ him in their interests. Mr. Ritchie until recently was located in the city of Quebec. He is an expert explorer and practical lumberman, and has had thirty years experience in the forests of Quebec. The entrance of this firm into the wider field of New York City should prove of considerable advantage to Americans interested in Canadian limits.

John Breakey.

Mr. John Breakey, the well known President of the Quebec Bank, is of Huguenot descent, and has for years figured prominently in the lumber business of the city of Quebec, in fact Mr. Breakey's father, the late H. D. Breakey, was the pioneer in the trade on the Chaudiere River, he having established this enterprise back in 1845. The present proprietor served a thorough apprenticeship under his father, even to the smallest detail of the business, and upon the death of the latter was well qualified to take over this important work. Some idea of the extent of these interests can be gathered from the fact that the capital engaged in the business is said to amount to a million dollars. Some thirty million feet of lumber is prepared and put on the market every twelve months. The product of the Chaudiere Mills, which are located in Levis County, include pine and spruce deals, sawn lumber, railway ties and pulp wood. The firm employs each autumn and winter upward of nine hundred men and six hundred horses to get out the lumber, and when spring comes it requires upwards of four hundred men to drive the logs, while at the mills there are employed some three hundred men, besides a large number of horses, steam locomotives, etc. The product of the mills is divided between England and the United States, the deals going to the former country, while the American market takes the lumber and pulp wood. This trade has grown wonderfully of late years, it being Mr. Breakey's opinion that we have seen but the beginning of the pulp industry in Canada. In order to better facilitate the work Mr. Breakey had constructed what is known as the Chaudiere Valley Railway. This road is of standard gauge, is six miles in length and affords facilities which would be otherwise impossible. Mr. Breakey is also a director of the Quebec Bridge Company, and he is also a governor of Morrin College. The city of Quebec and the whole surrounding country owes much to this gentleman's business ability and enterprise. With his workmen he is extremely liberal, and throughout the district, particularly among those who have dealings with him, the popularity he enjoys is almost unbounded.

J. Burstall and Co.

This firm of wholesale lumber dealers has its headquarters in Quebec with branch offices at Montreal and London, England. The sole partner in the business at present is Mr. John Forsyth Burstall. The firm is one of the oldest, if not the oldest, in the wholesale lumber trade, having been established by Mr. Henry Burstall in 1839.

The exports of the firm are chiefly to Great Britain and Ireland, and consist of pine and spruce deals, and all kinds of timber.

Henry Atkinson.

One of the best known individual lumbermen in the Quebec district is Mr. Henry Atkinson, whose mills, yards, etc., are located at Etchemin, P.Q. The annual output of the mills owned by Mr. Atkinson varies from ten to fifteen million feet, board measure, per year. This is by no means the sum total of the product, however, as pulp-wood, laths, etc., are also manufactured.

The value of the manufacture is in the neighborhood of $150,000 per year, and the capital invested in the business is $350,000. Some idea of the work done at these mills may be gathered from the fact that about one hundred and fifty men are employed, and this takes no account of those whose duties take them into other portions of the extensive business. Mr. Atkinson's trade is chiefly confined to Canadian houses, with whom he has a large and valuable connection.

During the year ending 30th of June, 1903, 49,408 declared settlers moved from the United States and settled on the fertile prairies of Western Canada.

J. B. Laliberte.

To the visitor, and particularly the American tourists who visit Quebec in such numbers both summer and winter, nothing appeals as does the fur trade of Quebec, and by the same token no visit to the city is considered complete without at least one call at J. B. Laliberte's magnificent establishment. The store premises are situated on St. Joseph and de la Chapelle Streets. The ground area is 55 by 120 feet, and the building, five storeys in height, is filled from top to bottom with the finest furs the wild lands of the world produce. Strange as it may seem, the busiest days of the year in this great emporium are the hot August days, for then it is that the American and European visitors flock to Quebec in greatest numbers. Under this roof are a collection of rare and beautiful furs which would be hard indeed to equal on this Continent or in any European centre outside, possibly, of Russia. Some 250 hands are employed the year round in the manufacture of garments which find ready sale to people from one end of the continent to the other. Those who have had the good fortune to visit the Laliberte fur store will not be likely to forget the impression created by that magnificent collection of raw furs and made garments, and it is safe to say that upon the second trip to Quebec one of the first points visited will be this establishment. This house was founded in a comparatively small way in 1867 by the present proprietor, who has since that time become one of Quebec's foremost citizens.



J. B. Laliberte.

Chicoutimi Pulp Company.

A half-dozen years ago scarcely a pound of wood pulp was shipped from Canada to England, the industry then being in its infancy so far as Canada was concerned, and the possibilities of the English market unknown. To-day the Chicoutimi Pulp Company is shipping to the British market the product of no less than 1,200,000 logs. Some conception of this enormous quantity may be gathered from the fact that it takes twenty steamships, carrying from 3,000 to 3,500 tons each, to transport this amount, the production being from 65,000 to 68,000 tons per annum. The company employs 1,000 men during the winter cutting logs, which are used at the rate of 4,000 per day at their works on the Chicoutimi River. Here they have no less than 250,000 horse power, of which 10,000 has been developed. The company's entire product goes to England, having been contracted for for a period which extends over the year 1908. The Company owns 700 square miles of timber limits, and has been signally successful since its inception.

Henry Fry and Company.

This firm of steamship agents and commission merchants, an old and solid house of high standing, was established in 1854 by Mr. Henry Fry. In 1861 the founder of the house was joined by his brother, and in 1877 the senior member, owing to ill-health, retired from the active management. From that time until 1882 Mr. Edward C. Fry alone conducted the affairs of the firm, in which year the business was re-organized, Mr. Robert Stanley, who had been with the house since 1862, becoming a partner. Mr. Fry and Mr. Stanley have since that time conducted the business. The firm represent some of the most important of the steamship companies at Quebec, among them being the Thomson Line and the Lord Line. The firm also represent the London, Liverpool and Glasgow Salvage Associations, and have also represented Lloyd's since 1856, as well as the principal bodies of underwriters in the United Kingdom and Continent. The individual members of the firm are reckoned among Quebec's foremost citizens.

F. X. Drolet.

In a city which has so many and such varied manufacturing interests as Quebec, the question of machinery is always a potent one. Therefore the mechanical engineer is an important personage, and the manufacture of machinery at all seasons and at all times a live issue. Chief among those engaged in this business is Mr. F. X. Drolet, who enjoys a large trade at his factory Nos. 75 to 77 St. Joseph Street. Mr. Drolet manufactures all sorts and kinds of machinery, and as he has been established since 1875 it may well be imagined that he is fully competent to take care of a business which requires no small energy and ability to operate successfully. Mr. Drolet caters to the Canadian trade generally, and the Quebec business particularly, and is regarded as an expert in his field, with mechanical ideas which are of marked service to patrons.

The B. Houde Company, Limited.

This corporation has the distinguishing feature of being the largest of the cut tobacco manufacturers of Canada. The factory and offices are situated at Nos. 189 to 197 Richelieu Street and 42 to 46 St. Claire Street, Quebec. Of particular interest also is the fact that the company manufacture from Canadian grown



Factory and Offices.

tobacco only, giving every aid and encouragement to the raisers of the native leaf. The business was founded in 1841 by B. Houde, and continued under this name until 1881, when Mr. F. H. Dussault entered the firm. It was then changed to B. Houde & Co., and so remained until organized as a stock company in 1903. The elder Mr. Dussault was succeeded in the business by his sons J. Alphonse and J. Ernest Dussault, who are respectively President and Vice-President of the company, while Mr. E. I. Waagen is Secretary-Treasurer. Canada owes much to this most successful demonstration that native leaf can be well utilized in manufacturing cut tobaccos and snuff.

Ernest Caron, Caron Shoe Machinery.

At No. 308 St. Joseph Street, Quebec, Mr. Ernest Caron carries on an extensive shoe machinery manufacturing business which he established in 1899, and of which he is the sole proprietor. Thus established in business but five years, Mr. Caron has built up a large and lucrative trade through his own endeavors. He manufactures all sorts of non-royalty devices utilized in the shoe business, and has scores of such machines in constant use in the shoe factories throughout Canada. Among the machines which he builds, and of which he is the inventor, are the Standard Screw Machines, Horn Pegging Machines, Sluggers, Loose Nailers, and Nailing Machines. Mr. Caron has also invented a special machine for the manufacture of corrugated steel and brass wire, and makes the same in considerable quantities. He carries on an export business with Great Britain, and is prepared to supply manufacturers in the United States. Some 25 men are employed, and the capital in the business amounts to $100,000.

The Chateau Frontenac.

The fame of Quebec as a summer resort has extended to the furthermost parts of the social and business world, but the city as a winter resort is of more recent date. The cold, perfectly clear and dry air, the social attractions and out-door sports, combined with the fact that one may rest in a hotel the appointments of which are not to be surpassed, and the location of which is certainly not to be equalled on this continent, have all contributed towards bringing more strangers to the city each year during the winter season. Each winter the Governor-General and his suite make a point of visiting Quebec and indulging themselves in all the glories of this splendid climate, while Americans are beginning to make annual winter visits in search of health and pleasure, also to visit the greatest fur emporium of the world. Of "The Chateau," little need be said, for its fame is world wide, it being sufficient to mention that it just as comfortable and elegant during the winter as it is during the summer season.

Honore Blouin.

At No. 153 St. Paul Street, Quebec, is situated the well known wholesale grocery house of Mr. Honore Blouin. The business was established in 1896 under the firm name of T. Blouin & Company, the present owner, Mr. Honore Blouin, then being a member of the firm. The firm first located at Nos. 146 and 148 St. Paul Street, but the business outgrew these premises, and they were compelled to move to their present fine location. They do an annual business of about some $200,000, and the capital employed amounts to $50,000. The firm are large importers from France, Great Britain, the United States, and Belgium. It requires the services of sixteen hands to conduct the business, which is a large and prosperous one.

Boswell and Brother.

This firm of brewers and maltsters has the distinction of being the oldest in the city of Quebec, they themselves being the inheritors and successors of an old established house which long ago earned a reputation for itself, and which the present proprietors have carefully kept up to the standard. The brewery buildings occupy 200 x 150 feet, and are five storeys high, with numerous connecting buildings. Some fifty-five hands are employed, and the product of the brewery consists of fine grades of ale and porter which find ready sale in Quebec and throughout the district; the firm having many agencies to whom large shipments are sent at regular intervals. An interesting fact in connection with this brewery is that the present site has been occupied as a brewery since 1684, making it the second oldest on the Continent. Messrs. Boswell & Brother are well and favorably known throughout the entire Quebec district.

Poitras and Paradis.

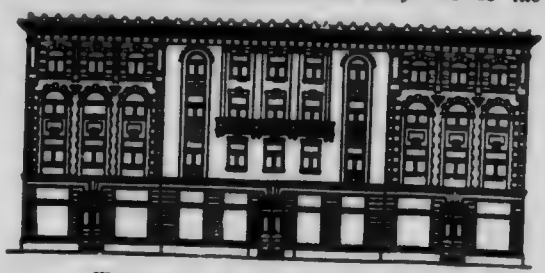
This house of wholesale dealers and exporters of grain, flour feed, hay, and provisions, was founded in 1885, the title of the firm then being Drolet & Poitras. Mr. Drolet passed away in 1893 and Mr. Octave T. Portrais continued as sole proprietor until 1897, when Mr. Charles A. Paradis entered the firm, the style of which was changed to its present form. The storerooms and offices at No. 81 Dalhousie Street, Quebec, are among the finest in the city, having an area of 200 x 75 feet, and four storeys in height. The firm cultivates the trade of the local districts immediately surrounding the city of Quebec, and also does a large business throughout the Province. The firm keeps a staff of travellers on the road, and the annual business amounts to half a million dollars.

F. Canac-Marquis.

The glue manufacturing establishment, situated at St. Malo, a suburb of Quebec city, conducted by the above named gentleman, was established in 1891. Besides glue the factory also produces size, neat's foot oil, etc. The factory is admirably situated, Mr. Canac-Marquis having shown great foresight in its selection. Situated on the St. Charles River, which is noted for the soft and pure quality of its waters, and with admirable trackage arrangements with the C.P.R., it is conceded that the factory has one of the rarest situations on the continent. The firm has the reputation of making the best glue in Canada, the consequence being that all the large consumers are ranked among its customers. The factory has from time to time been enlarged in order that the increasing trade might be taken care of, until now it occupies no less than 5,200 square feet of space, and employs 50 hands.

Mechanics' Supply Company.

Occupying one of the finest equipped warehouses in the Dominion, the Mechanics' Supply Co., located at 80-90 St. Paul Street, Quebec, also carry one of the



Warehouse of the Mechanics' Supply Co.

largest stocks in Canada of tools and supplies of all kinds for plumbers, gas and steam fitters, machinists, and electricians. The company represent the leading manufacturers in these lines, and their immense stock enables them to execute the largest orders without delay. Mr. W. H. Wiggs established the business in 1889, and remains the sole proprietor.

George Tanguay.

Among the wholesale merchants of the city of Quebec, Mr. George Tanguay stands in the front rank. As a dealer in flour, grains, fish, pork, seeds, etc., the reputation of the house extends throughout the provinces of Quebec, Ontario, New Brunswick, and Nova Scotia. Mr. Tanguay's warehouses are situated at Nos. 33-35 and 34-36 St. Andrew Street, while the offices are at No. 48 St. Paul Street. The wharves of the house are on Dalhousie and St. Andrew Streets. The premises occupied are extensive, the main building being 45 x150 feet, and three storeys high, while the second building on St. Andrew Street is 30 x 100 feet and two storeys in height. During the course of a year Mr. Tanguay ships out from these buildings many car lots of flour, while the seed trade, of which the house makes a specialty, is also very large. The business was founded in 1868 by the father of the present proprietor, and in 1886 Mr. George Tanguay the second, for the founder of the house bore the same name, took over the control. Mr. Tanguay finds time aside from his business to take a keen interest in the general affairs of his native city. He has been an Alderman and Chairman of the Finance Committee, and also President of the Quebec Board of Trade.

A. S. Pfeiffer and Company.

This firm originally operated a dye works, having been founded back in 1869 by the late E. A. Pfeiffer. In 1889 carpet cleaning was added, in 1895 a steam



Works of Pfeiffer & Company.

laundry, and in 1896 the toilet supply department were introduced. The latter service furnishes business houses with toilet supplies at regular intervals. The laundry business of the firm has grown to large proportions. Mr. A. E. Pfeiffer is the manager.

The Quebec Railway, Light and Power Company.

Each year thousands upon thousands of pilgrims visit the shrine of Ste. Anne de Beaupre, the means of transportation from Quebec being the above named railway. Each season also great numbers of tourists visit the shrine of Ste. Anne and also the Falls of Montmorency, which are more easily, quickly, and cheaply reached by this same railway. The line, which was previously known as the Quebec, Montmorency, and Charlevoux Railway, was constructed for the express purpose of giving easy access to Ste. Anne de Beaupre and the Falls, has its Quebec terminus within a block of the Canadian Pacific, Great Northern and Quebec and Lake St. John Railways, and is only about ten minutes walk from the ferries which connect it with the Grand Trunk, Intercolonial, and Quebec Central. Passengers arriving on any of the three latter roads can reach the Ste. Anne Railway by taking an electric car at the ferry which runs directly by the railway station. Special arrangements are made whereby pilgrims arriving on the first two mentioned roads are conveyed to Ste. Anne without change of cars. The trains are so arranged that visitors to Ste. Anne and Montmorency may go and come at convenient hours. Large and commodious electric cars are run at frequent intervals for the special accommodation of tourists, touching at all points on this picturesque and historical route.

J. B. Renaud and Company.

This firm of wholesale dealers in flour, grain, provisions, fish and fish oils, is reckoned among the oldest and most distinguished in the city of Quebec. The business was established back in 1845 by the Hon. Louis Renaud and J. B. Renaud, of Montreal, under the name of L. Renaud & Brother, the first-named partner directing the Montreal house, while the latter took care of the Quebec business. After a period of ten years the partnership was dissolved by mutual consent, Mr. J. B. Renaud continuing the Quebec business. In 1876 Mr. Gaspard LeMoine and Victor Chateauvert entered the firm, the style being changed to J. B. Renaud & Co., which it bears to this day. In 1884 Mr. Renaud died, regretted by the entire community, and the two remaining partners have continued the business in a most successful manner. Mr. LeMoine is the President of the Quebec & Lake St. John Railway, Director of the Quebec Bank, and is director in many other important companies. Mr. Chateauvert was an M.P.P. from 1892 to 1897, was President of the Quebec Board of Trade, and one of the Vice-Presidents of the Great Northern Railway, is Director of La Banque Nationale, and has occupied many other important positions.

The British Islands are but one-third the size of the Province of Quebec alone, and this province is capable of supporting in its Southern portions as dense a population as England enjoys, not to speak of its new North.

Quebec Paper Bag Company.

The works of this company, which was established in 1892, are located at No. 74 Renaud Avenue, Quebec. Here a large number of hands are employed in the work of manufacture of flour and grocery bags, pasteboard boxes of all kinds, pliable boxes for eggs, clothing and use in the pharmacy, and bags and boxes for hats and dry goods. The company also manufacture bank envelopes, manilla papers in grey, white, and red, which are sold by the ream or roll. Parchment papers in all sizes, for use in the packing of butter, are also manufactured. The company has a fully equipped printing plant, where all printing upon bags, etc., is done promptly, and at reasonable rates. The owners of this enterprise, which does a very large business throughout Canada, are Mr. Charles T. Darveau and Mr. Arthur Bolduc.

J. S. Langlois and Company.

This extensive manufactory of boots and shoes doing business under the above title, was established in Quebec in 1892 by Mr. J. S. Langlois, and has for years enjoyed a prosperous trade. The firm aims at the manufacture of medium and high class goods which are sold all over the Dominion of Canada. A specialty is made of British Colonial trade, and the firm exports largely to New Zealand. The original factory in which the firm started business was located on St. Valier Street, but two years after the business was launched, it was found that the quarters were altogether inadequate, and so a fine four-storey factory was constructed at No. 156 Charest Street. The main building has a one hundred foot frontage, and there is also a wing measuring 40 x 80 feet; this entire space being fully occupied by the firm's ever growing trade. The employees number 180.

Megisserie de Mastai.

This firm of leather manufacturers has at its head Mr. Lucien Borne, the others interested in the business being sons, Messrs. J. and L. H. Borne. The business, which is accounted one of the most extensive in Quebec, was established back in 1875 by the present senior member of the firm. Some idea of the amount of business done by this firm can be gathered from the fact that the annual output includes 20,000 dozen goat skins and 6,000 dozen calf skins, and the value of the goods manufactured annually amounts to between $250,000 and $300,000. The firm imports goods to the value of $175,000 to $200,000 annually, and does an export business with England and France. Between 40 and 50 men are employed, and in two years' time the factory has been increased four times over. The works are situated at Mastai, two and half miles from Quebec. The head office is located at 493 St. Valier Street, Quebec.

C. Rochette.

In a centre such as Quebec where the boot and shoe manufacturing business takes such prominent place, the manufacturer and wholesale dealer in the materials necessary for the trade naturally find prominent place. Among those of prominence might be mentioned Mr. C. Rochette, who is one of the pioneers in the trade of that city. Mr. Rochette established his business, which is carried on at No. 633 St. Valier Street, Quebec, in 1865. He is wholesale manufacturer and dealer in pressed leather counters, union counters, leather board counters, innersolings, leather board heeling, leather heels, etc. Mr. Rochette also operates a leather and fibre board mill, and manufactures boot and shoe cutting dies, the work being of the highest possible order. Mr. Rochette does not confine himself altogether to the Canadian trade, doing some export business.

J. B. Blouin et Fils.

Among the younger generation of boot and shoe manufacturers of Quebec and Levis may be mentioned Mr. J. Cleophas Blouin, who succeeded to the head of the above named firm upon the death of his father, Mr. J. B. Blouin, in 1894. The original business was that of tanning, which was carried on for a great many years at Levis. In 1897 Mr. J. C. Blouin resolved to enter into the boot and shoe manufacturing business, the factory being virtually an adjunct of the tannery. The annual output of the factory now is 300,000 pairs, and an export business to England, Australia, and New Zealand has been established.

While but 41 years of age the owner of these enterprises holds a prominent position in the social and business world of Levis. He has been vice-president of the Levis Board of Trade, vice-president of the Levis County Railway. In 1901 he was elected by acclamation a member of the Legislative Assembly, and was returned by acclamation at the recent provincial elections. The shoe factory is under his direct supervision, and Mr. Blouin's reputation is one of a man of a great activity and integrity. He has taken commercial and classical courses at the College of Levis.

Canada now exports to the British Isles in large quantities wheat and flour, beef, bacon, poultry, cheese, butter, apples, and a great variety of farm produce, timber and pulp wood, farm implements, leather, furniture, and large quantities of other manufactured articles.

The Province of Quebec is a principality within itself. The city of Montreal, the great industrial centre; the city of Quebec, with its war-scarred battlements; Sherbrooke, the centre of the rich eastern townships; Three Rivers, St. Hyacinthe, Levis, Sorel and a dozen other municipalities, are cities alive to their opportunities, and eager to welcome enterprise, and offer their cordial support to all who are worthy.

Carrier, Laine and Company.

This firm of engineers, founders, machinists, boiler makers, ship builders, and general contractors, of Levis, P.Q., directly opposite the city of Quebec, have a national reputation well earned by many years of excellent work. The establishment occupies an extensive acreage, fitted with the most modern equipment and specially adapted for marine work. Some of the finest dredges, steel tugs, and ferry boats in use in Canada were constructed by Carrier, Laine & Company, in fact the fine dredging fleet of the harbor of Montreal was practically built by them, while their deep water dredges, built to order for the Dominion Government, have earned a reputation for themselves on the Atlantic coast and in the Gulf of St. Lawrence. The firm also constructs its marine engines and boilers. The members of the firm are Mr. C. H. Carrier and Mr. J. Edmund Roy, the latter representing the estate of the late Omer H. Carrier. The business had its origin back in 1864, the late Charles William Carrier and the late Damase Laine being the founders. Some idea of the extent of business carried on can be gained from the fact that the firm employs no less than 320 men, the great majority of whom are skilled mechanics.



Works of Carrier, Laine & Company, Levis.

Levis County Railway Company.

The Levis County Railway Company, incorporated under the laws of the Province of Quebec, began the operation of its line in December, 1902. Its head office is at 101 Commercial Street, Levis, and the officers of the company are: President, G. U. G. Holman; Vice-President, Cleophas Blouin, M.P.P.; Secretary, Arthur E. Scott; Treasurer and Superintendent, Herbert H. Morse.

Its cars are operated by electricity, and give a fifteen minute service for a distance of 10½ miles along the south shore of the St. Lawrence River, opposite the city of Quebec, affording frequent and easy communication between the towns of St. Joseph, Bienville, Levis, and St. Romuald, and up to the bridge over the St. Lawrence River above the city of Quebec.

The company also operates an express freight service enabling the residents of the various towns to receive prompt deliveries of goods from Quebec or other places alone its line.

The line is one of the most picturesque routes in the vicinity of Quebec, and is much patronized by tourists.

The capital stock of the company is as follows:—

6% preferred accumulative stock	$125,000
Common stock.	$200,000
Bond issue..	$250,000

Etienne Dussault.

Mr. Dussault, President of the Levis Board of Trade, is at the head of two of the largest contracting firms in Levis, Quebec, one being Dussault & Lemieux and the other Dussault & Power. The latter firm now have the construction of the new water works at Levis in hand. Some idea of the magnitude of this work can be gathered from the fact that it will cost when finished $360,000, and will be as complete and up-to-date as anything on the continent. Many of the wharves and bridges were constructed under Mr. Dussault's direction, including the new wharf at Levis, which cost the sum of $100,000. He also built the Lower Traverse pier, and the construction of the light-house upon it, at a cost of $125,000. Mr. Dussault is a justice of the peace and a Harbor Commissioner of Quebec. He was a member of the Levis City Council for 13 years. He is also a director in numerous corporations.



E. Dussault, Levis, Que.

Canada offers better chances to young men than the United States. It has not been so, but it is now the case, and will be in the future. And this is a matter of a great deal of importance to thousands of young men who are setting out in life.

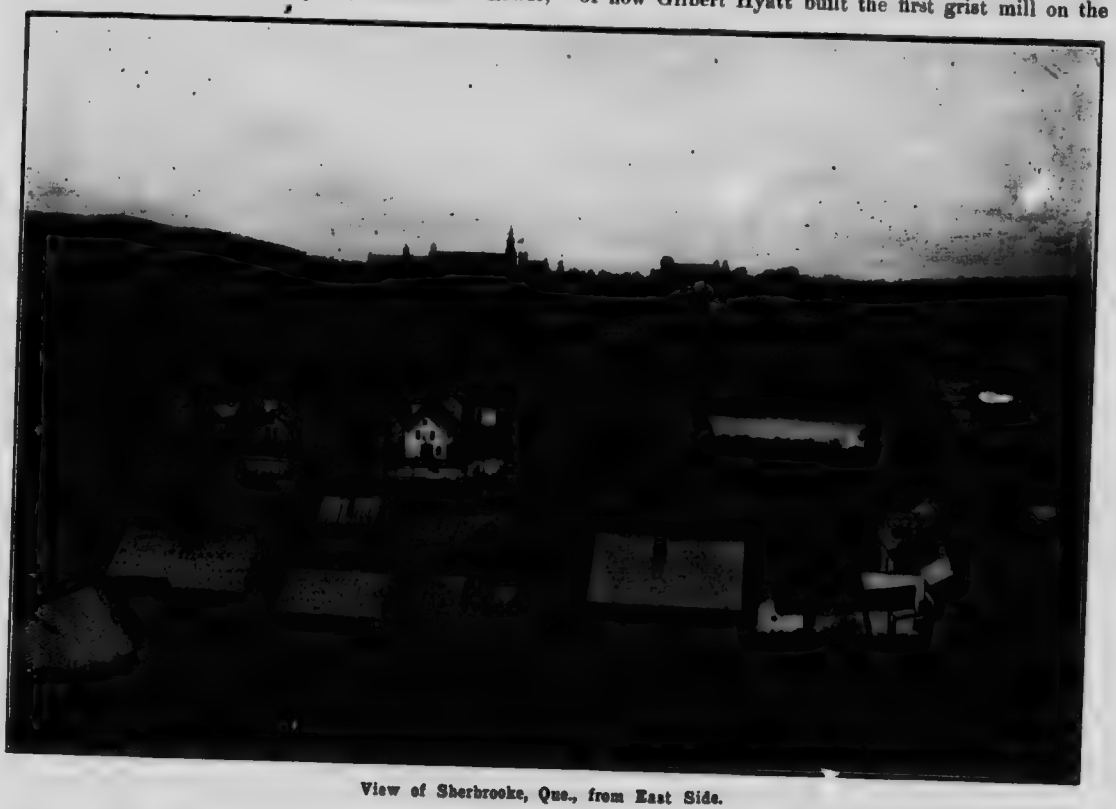
SHERBROOKE, QUE.

The Commercial Centre of the Eastern Townships.

(By FRED. C. PAUL.)

In the midst of the Eastern Townships, where the Magog River, tumbling and whirling along, empties itself into the calmer St. Francis, is situated the thriving, bustling city of Sherbrooke.

The historians tell us that at the point where Sherbrooke now stands, a little settlement sprang up a century or more ago, and to this place, then called "Lower, or Big Forks," there came the settlers and the hunters who exchanged their furs and other articles of trade. The products of the forest were then shipped down the St. Francis River in canoes and flat boats to Three Rivers, to bring back in turn what the early settlers of this thinly populated region required. By means of boats in summer, and over the ice in winter, the St. Francis proved in the early days a convenient highway to the St. Lawrence.



View of Sherbrooke, Que., from East Side.

Thus it was that the "Queen of the Eastern Townships" had her start in life.

Pages might well be written on these early adventures. How Captain Rogers and his band crossed over from Lake Champlain, fought the Indians, retreated to near the present site of Sherbrooke, and there made a stand which resulted in the defeat of the Red Men, thereby breaking their power in that section for all time to come.

And again, more than mere mention might be made of how Gilbert Hyatt built the first grist mill on the Magog, where it empties into the St. Francis, and how the first carding and clothing works was built near by; or again regarding the construction of the first saw mill by Jonathan Ball, on what is now one of Sherbrooke's thoroughfares. But these are matters for the historian to treat of.

The facts however, are useful, inasmuch as they show that even a century ago the men of that day had an appreciation of the natural advantages which have done so much to bring the city up to its present position. They harnessed the waters of the Magog, and others came and did likewise, and so it was that early

in the nineteenth century Sherbrooke had its tannery and its axe manufacturer, its hotels, and its meeting house.

In 1852 Sherbrooke had risen to the quality of a town, and in 1876 became a city with as fair a future as any in eastern Canada.

The city of Sherbrooke was never boomed, fortunately for Sherbrooke. The growth has been steady and solid; each year seeing new industries inaugurated and new business houses created. The streets are well laid out, the business blocks solidly built, and the residential districts pictures of home life and comfort.

Owing to its geographical position the city is picturesque in the extreme. It occupies a lofty position overlooking the valley of the St. Francis, and there is a look about it which reminds a Scotchman of his much beloved Edinburgh.

Through the centre of Sherbrooke is the rocky gorge in which the waters of the Magog whirl along a hundred feet below the street level, to later tumble into the St. Francis. Harnessed to the wheels of commerce this river has done much to make Sherbrooke what it is to-day.

The Magog furnishes the city with electric light and power, it turns the wheels for the Paton Manufacturing Company, and for many more like enterprises.

However, this is by no means the city's only natural advantage, for Sherbrooke is admirably situated so far as regards railway connections. It is on the main line of the Grand Trunk between Montreal and Portland; on the main line of the Canadian Pacific between Montreal and Halifax; is the terminus of the Boston & Maine Railroad, giving access to the Eastern States, and also of the Quebec Central, giving direct connection with Quebec. Thus Sherbrooke has not only outlets to all portions of the Continent, but four direct lines to the seaboard.

The banking facilities of the city are all that could be desired. Sherbrooke is the headquarters of the Eastern Townships Bank, this corporation occupying in the city one of the handsomest edifices in the Townships. There are besides, branches of the Merchants Bank of Canada, the Bank of Hochelaga, and the Banque Nationale. There are also a number of private banking houses.

The office of the British American Land Company is located here, the affairs of the company being administered by James Davidson, their Commissioner.

This company was projected in 1834 by John Galt, father of the late Sir Alexander Galt, and a few years later received its Charter of Incorporation.

The company has large interests in Sherbrooke and in several parts of the Eastern Townships.

In churches Sherbrooke is well represented; there being three Roman Catholic, two Anglican, a Congregational, a Presbyterian, a Baptist, and a Methodist church. The city has three public hospitals, one known as the Sherbrooke Protestant Hospital, a second the Hospital of the Sacred Heart, and the third a small-pox hospital conducted by the city. Other public institutions include the Gibbs Boys' Home, a Y. M. C. A., and a public library, the latter having a large and choice collection of books.

The water system of the city of Sherbrooke is not excelled by any city in the Province; and there are three fire stations equipped to meet any demand that might be put upon them. The city has a gas as well as an electric plant, a street car system operated by electricity, and a fine theatre which has a capacity of 1,200 people.

The Sherbrooke Board of Trade, which looks well after the interests confided to it, is a live, progressive body composed of the city's foremost business men.

Within the past few years a number of handsome business blocks have been constructed, and these together with the fine stores which line the thoroughfares, gives the city a handsome appearance which at once attracts the stranger. A fine new court house, for Sherbrooke is the county seat, is now being erected, and the building, of granite when complete, will cost upward of one hundred thousand dollars. New enterprises are constantly augmenting Sherbrooke's population, the bank balances are each year becoming larger, and these are all evidences of a prosperity built upon that most solid of all foundations, success.



Sherbrooke Delegates to the Fifth Congress of the Chambers of Commerce of the Empire.

F. M. McCrea. S. W. Jenckes.
J. P. Royer. L. A. Bayley. J. A. Wiggett.

L. A. Bayley.

This general dry goods business, which is located at Nos. 105 and 107 Wellington Street, Sherbrooke, was established by Mr. Bayley in 1890, that gentleman having succeeded R. D. Morkill & Co. The block now used by the business is owned by Mr. Bayley, and the trade enjoyed is one of the best in the Eastern Townships. The carpet department is the largest between Halifax and Montreal, and all other lines are in proportion. Mr. Bayley is one of Sherbrooke's foremost citizens. He is President of the Sherbrooke Board of Trade, a Director of the Eastern Townships Agricultural Association, President of the Retail Merchants' Association, President of the Moore Carpet Co., a Director of the Sherbrooke Curling Club. Mr. Bayley is a native of the Townships, having been born at Compton forty years ago. In politics he is a staunch Conservative and a firm believer in the coming greatness of Canada.

The Sun Life of Canada.

The company leading all others in the life assurance business in the Eastern Townships, is the Sun Life of Canada. This corporation, which stands at the top among the life companies of the Dominion, has its



Sun Life Building, Sherbrooke.

headquarters in Montreal, while the agency for the Townships, under the direction of Mr. C. C. Knight, is located at Sherbrooke.

In 1896 Mr. Knight took over this agency for the Sun Life, upon the death of the former agent, Mr. Ridout, and from that day to this the company has had no reason to regret its choice, for the business has, under Mr. Knight's able management, grown in a manner which must be most satisfactory to the home office.

"Prosperous and progressive" is a favourite motto of the Sun Life, and it is one which is lived up to to the very letter. A glance at the yearly statements shows that the company's prosperity is a thing to bank upon, while the progressiveness of the institution is indicated by the up-to-date methods in vogue in all departments.

In 1900 the Sun Life determined to erect a building in Sherbrooke, the result being one of the finest business blocks in the city. Here are located the offices of the Sun Life, and here Mr. Knight and his staff in charge of the Eastern Townships business preside. That they do full credit to the company they represent, is shown by the fact that according to population they have in the past few years written more insurance than any other of the company's agencies.

The steady progress made by the Sun Life has been for some years one of the best evidences of the increased prosperity of the country, for life insurance upon the principles now laid down, is no longer solely a protection against dying and leaving one's family free from want, but is on the other hand one of the best possible investments for the business man, who has every reason to believe that he is going to live on and enjoy the benefits himself. In its policies, which are made to fit every possible contingency, the Sun Life is as liberal as is consistent with good safe business, while the policies themselves are as safe as Bank of England notes, the difference being that those of the Sun Life pay much better.

Paton Manufacturing Company, of Sherbrooke.

There can be no doubt that this company has contributed largely to the building up of Sherbrooke. The Paton Manufacturing Company, makers of tweeds, worsteds, coatings, homespuns, dress goods, sale yarns, etc., was established in 1866 by Messrs. A. Paton & Company, and in 1868 the business was converted into a joint stock company under its present title. The company's mills are situated at the upper dam of the Magog River, and the location is a magnificent one for a business of this character. The paid-up capital of the company is $600,000, and the annual output is $700,000, the employees number 600, and the buildings occupy several acres. The company are large importers of wool, which comes from Australia, the Cape and South Africa. The business is almost entirely confined to Canada, where the goods have an excellent reputation and find a ready market. The officers of the company are Mr. John Turnbull, President and Managing Director; Hon. Robert Mac-



Mills of the Paton Manufacturing Company of Sherbrooke.

kay, Vice-President; James P. Watson, Secretary; W. McCulloch, Manager; W. E. Paton, Selling Agent; J. A. Thewlis, Montreal representative, and R. R. Lockhart, Toronto representative.

The Stanstead and Sherbrooke Mutual Fire Insurance Co.

This company holds a unique place in the history of fire insurance in Canada, for it is to-day the oldest fire mutual now doing business in the Dominion. The company was organized in 1835 under charter granted in 1834, wherein it is set forth that "divers loyal subjects of His Majesty, King William IV," etc. In



Stanstead and Sherbrooke Mutual Fire Insurance Co.'s Building.

March, 1853, a subscription list was started at Hatley, the original of which is still to be seen in the office of the company at Sherbrooke. The company's office remained at Hatley for a year after its formation, when it was removed to Lennoxville, there to remain until 1844, and then it was removed to Sherbrooke. From the day of its inception to the present, there never has been a time when the company has been unable to meet its liabilities, and it is to-day in the strongest position in its history. There are now in force considerably upward of 7,000 policies, and the company is looked upon as one of the prime institutions of the Eastern Townships. The President is H. E. Brown, K.C., and Mr. George Armitage is the Secretary-Treasurer, both of Sherbrooke.

The opportunities in Canada, now coming to be better understood, combined to make it the world's land of promise.

R. A. Bartlett.

One of the foremost grain, flour, and provision businesses in Sherbrooke, is that conducted by Mr. Reginald A. Bartlett. The office and warerooms which are large, and well fitted, and capable of handling a trade of no mean magnitude, are located on King Street, opposite the Paton Mills.

Mr. Bartlett does both a wholesale and retail business in provisions of all kinds, as well as flour, of which he carries all the desired brands, and grain in large quantities.

Besides the grain and feed business, Mr. Bartlett is selling agent for the following well known firms: International Stock Food Co., Minneapolis, Minn., Bowker Fertilizer Co., Boston, Mass., American Oil Works, Titusville, Pa.,

This brings him continually in touch with the trade, and he enjoys a large and valuable connection, not only in the city of Sherbrooke, but throughout the entire province.

C. O. Genest et Fils.

This firm of wholesale flour, grain, provision, and grocery dealers, is one of the leading houses of the Eastern Townships. The business was established in 1884 by Mr. C. O. Genest, the present senior partner of the firm, the others interested in the business being Messrs. A. J. Genest, J. W. Genest, and A. L. Genest, all well-known and highly respected citizens of Sherbrooke. Besides the lines already mentioned the firm make a specialty of pork, lard, and refined oils. The house imports largely from England, France, and Spain, obtaining from these countries various specialties for the trade of the Eastern Townships. The firm enjoys a large business, and in the years of its mercantile career has formed a most valuable connection throughout this section of country. The office and warehouses are located on St. Francis Street, Sherbrooke.

Frank N. McCrea.

This business of general lumbering was established at South Durham by Mr. Frank N. McCrea in 1876, and was moved to Sherbrooke in 1901. Mr. McCrea, who is the sole proprietor, does a general lumber business, handling lumber, pulp wood, hemlock, bark, railway ties, and cedar of all kinds. Of late years Mr. McCrea has turned over a considerable portion of his business to the Lotbiniere Lumber Company, of which he is a member. This company has exceptional facilities, and Mr. McCrea has found that in many instances the business can be handled more expeditiously and more cheaply than by himself. He still, however, retains a certain proportion which is handled from his office at Sherbrooke by himself.

The Moore Carpet Company, Limited.

The accompanying photograph of the plant of the Moore Carpet Co., Ltd., gives some idea of the extent to which capital is interesting itself in the manufacture of carpets in Canada.

The plant, which is situated in the heart of the thriving city of Sherbrooke, Que., covers about three acres of land. A better illustration of hydraulic power, for which Canada is famous, could not be had. The company has clear title to 450 horse power, which supplies mechanical power, light, etc., to the entire plant.

The company confines itself entirely to the manufacture of high grade Brussels and Wilton carpets and Wilton rugs. That their products are in every way equal to imported articles, is evident by the reception that they have received from the trade.

The company is well organized, with experienced carpet men in the management, and the Board of Directors comprise some of the soundest moneyed men in the Eastern Townships.

Altogether, we would consider the Moore Carpet Co., Ltd., to be the foremost in its line in the Dominion.

During the year it has been in business the company has doubled its capacity in Brussels and Wilton carpets.



Mills of the Moore Carpet Company, Limited.

Achille Joncas.

The carpentering and building trade of Sherbrooke has within the past few years proved a most important field, and chief among those in this business might be mentioned Mr. Achille Joncas, general building contractor and manufacturer. The annual output of this factory is 3,000,000 feet of lumber, and the value of manufactured goods amounts to upwards of $100,000. Mr. Joncas manufactures sashes and doors, hardwood flooring, sheathing, siding, tongued, grooved and plain boards, moulding clapboards, etc. He also deals in dressed and rough lumber of all kinds and descriptions. Some idea of the magnitude of his business may be formed from the fact that he employs 40 hands, and has $10,000 invested in it. Mr. Joncas enjoys exceptional facilities and is prepared to compete with any firm in the market in his various specialties. The trade is both wholesale and retail, and a considerable export business is done with the United States.

Louis A. Codere.

One of the most interesting establishments to visit in Sherbrooke is that of the wholesale and retail furrier and hatter, who occupies the new Metropole Building on King Street. This establishment which is owned and operated by Mr. Louis A. Codere, is by far the most important of its kind between Montreal and Halifax.

The store itself is certainly a model of its kind, having been fitted with every modern convenience, an elevator to the different departments, a reception room,



The Louis A. Codere Store.

large and spacious show rooms, shipping department, and the like.

As an importer and manufacturer of fur garments Mr. Codere has a wide reputation. The styles he produces in his workshops can always be depended upon as being the very latest, while for fit and general workmanship they cannot be surpassed in or out of the Townships. Mr. Codere is a large importer of black lamb, which is shipped to him direct from far away Russia, of seal skin, otter, grey lamb, mink, and the dozen other furs which the dictates of fashion create a demand for. The house makes a specialty of fur-lined garments for both men and women, while the fit of these is always guaranteed by this house.

The firm carries a large and up-to-date stock of hats, caps, and gentlemen's furnishings, a specialty being made of the latter. Connected with the establishment is a mail order department, and to this Mr. Codere gives his personal attention. A large stock of raw furs and Indian curiosities are always carried.

Strangers visiting Sherbrooke are always attracted by this store, and Americans, realizing that Canada can give them furs cheaper than they can purchase them at home, are constantly calling upon Mr. Codere.

E. W. Tobin.

The well-known lumber business of E. W. Tobin was established in 1884 at Brompton Falls, a thriving town within about six miles from Sherbrooke on the Grand Trunk, now called Bromptonville, Quebec, where the large saw and veneer mills are located, while another of Mr. Tobin's saw mills is established at Stoke, producing a very large output. Several hundred hands are employed, exporting largely to the United States. Specialties are made of cord wood, peeled pulp wood, hemlock bark, railroad ties, cedar posts, telegraph poles, cheese boxes, hoops, headings, clapboards, lath, and shingles.

Mr. Tobin is also President of the Lotbiniere Lumber Company and the Trois Pistoles Pulp & Lumber Company, and a director of the Brompton Pulp & Paper Company, Sherbrooke Lumber Company, the Lotbiniere & Megantic Railroad Company, and the Richmond, Drummond, & Yamaska Mutual Fire Insurance Company.

Notwithstanding the extent of his numerous commercial enterprises, Mr. Tobin has found time to devote to the public service, and is a member of the House of Commons for the County of Richmond and Wolfe, his second term, having been twice elected by large majorities. Mr. Tobin is also the Mayor of Bromptonville, and one of the most prominent men of office in Quebec.

Simoneau and Dion.

While only established four years, this firm of general builders and contractors have the credit of constructing not only the finest business block in the city of Sherbrooke, the Metropole, but their work has extended to the different portions of the Townships, and every structure has proved a credit to them.

The firm is composed of Mr. J. Simoneau and Mr. Alfred Dion, both men thoroughly conversant with the building trade, as might be imagined from the success which has attended their efforts. The work of the firm has, however, been by no means confined to business properties, for they constructed the Brompton Church at a cost of $45,000, the Bishop's College Building, Lennoxville, the Coaticook Academy, and the very handsome branches of the Eastern Townships Bank located at Huntingdon, Richmond, and Farnham.

The firm have a granite quarry at Norton Mills, which was opened up this last summer, and from here is received the stone utilized in their various undertakings. One hundred men are employed on a average, and the work executed is, as might well be judged from the above, of the very highest possible character. The firm's office is located in "The Metropole Building," King Street.



Works of the Canadian Rand Drill Co., Sherbrooke, Que.

The Canadian Rand Drill Company, Sherbrooke, Que.

The above illustration shows the magnificent plant of the Canadian Rand Drill Co., at Sherbrooke, Que., manufacturers of air compressors, air hoists, cranes, air jacks, and air appliances of all kinds, rock drills, core drills, coal cutters, mine locomotives, both steam and air, and general mining machinery. They are also the agents for the Imperial Pneumatic Tool Co., manufacturers of the well-known "Imperial" drills, chippers, riveters, hoists, etc.

The executive offices of the company are located in Montreal.

Fletcher and Ross.

For the better part of a century the Eastern Townships have been a large factor in the export lumber trade of the Dominion, but it has only been in recent years that the local trade of this section has developed to any large extent. This feature has been due to the gradual building up of the various centres of the Eastern Townships, which has gone on steadily month after month and year after year.

It is, therefore, but natural that such firms as Fletcher & Ross, manufacturers and wholesale dealers in lumber, lath, clapboards, and the like, should have found it a profitable field, and at the same time combine an export business of no small magnitude.

This firm is composed of Messrs. R. H. Fletcher and H. Ross, both gentlemen being well and favorably known in the lumber trade and enjoying a large and most desirable connection. The firm is located at Sherbrooke.

Sherbrooke Storage and Forwarding Company.

In an agricultural country, such as that which surrounds Sherbrooke, the trade in pianos and organs, carriages, sleighs, harness, and the like, is naturally a very important industry. One of the chief houses in this particular line is the Sherbrooke Storage and Forwarding Company, owned and operated by Mr. E. X. Somers.

This business, which was established in 1903, has proved a most successful venture for the proprietor. As the title implies, a specialty is made of storing and forwarding all kinds of goods, special facilities being given over to this class of trade.

The firm also act as agents for some of the most important companies and firms manufacturing farming implements, carriages, etc., such for instance as the Brantford Carriage Company, the Vermont Farm Machine Company, of Bellows Falls, the Cockshutt Plow Company, the Kemp Manure Spreader Company, etc. They also handle leading lines of pianos and organs. The output of the firm amounts to some $40,000 annually. The office and warehouse is located on Lansdowne Street, Sherbrooke, where customers may be assured of having their orders promptly attended to.

J. A. Cook.

This business house of lumber dealer and commission and manufacturers' agent, was inaugurated some two years ago by Mr. J. A. Cook, who, while one of the younger generation of business men, has been eminently successful. Mr. Cook acquired his training with one of the largest lumber firms in Sherbrooke, with which he was connected six years. Mr. Cook handles all kinds of Canadian lumber, both hard and soft, his principal market being the Eastern States and Western Canada, and his connections in the lumber trade are among the best.

Mr. Cook also acts as selling agent for builders' specialities, chief among them being the "Arrow Brand Asphalt Ready Roofing," which is becoming very popular and is meeting with a large demand. The proprietor of this business has shown conclusively that there is room in Sherbrooke for enterprise when it is combined with business integrity. Mr. Cook's office is located in the Sun Life Building, Sherbrooke, P.Q.



Interior of the Sherbrooke Steam Laundry.

A model institution of the kind and complete in every detail. Under the management of Mr. E. L. Smith.

ST. HYACINTHE, QUEBEC.

One of the Most Beautiful and Prosperous Cities in Canada.

(By FRANK S. CAMERON.)

The absorbing question to a person about to migrate to a new country, or to a manufacturer who desires a new location, or to a man of family who desires to change his place of abode and make it permanent, is: Where shall I go? Where can I find the best inducements? Where lies the brightest and most profitable future?

There are hundreds of thousands of men, married and single, old and young, who are in this position today. Thousands upon thousands of them have their eyes upon this great Dominion of Canada, with its fertile soil, its enormous opportunities, its natural inducements, and its positively successful future.

A sincere man in this position finds the question a most difficult one to solve. He makes numerous inquiries. He approaches friends and strangers alike upon the subject. He is fully aware that "procrastination is the thief of time," and is willing to spend both time and money, provided the results of spending both, together with a great deal of labor, will bring about the end that he covets—Success.

For earnest home seekers, capable business men, merchants and manufacturers desiring to locate permanently and build up their business, attention is drawn to the thriving and growing town of St. Hyacinthe in the Province of Quebec.



(Engraved for "The Book of Canada.")

Bird's Eye View of St. Hyacinthe.

St. Hyacinthe is the county seat of St. Hyacinthe County, situated within an hour's ride of Montreal, and has a population of more than ten thousand people. It is on the lines of three railroads, namely: the Grand Trunk Railway, the Intercolonial Railway, and Quebec Southern Railway. Trains are frequent, adding much life and bustle to an always busy town.

The city was chartered in 1857, although its history



City Officials.

Roch Eugene St. Jacques, Mayor.
S. Carreau, City Clerk. J. O. Guertin, City Treasurer.

as a settlement dates back more than one hundred years previous. It has survived three great fires, when the business portions of the city suffered enormously, but, phoenix-like, there arose from its ashes beautiful new modern buildings, and no lack of enterprise was spared, until to-day it is one of the most attractive cities of its size in all Canada, both from the view point of homes, factories, public buildings, streets, and business houses. When the present King Edward the Seventh came to Canada as the Prince of Wales in the year 1860, he visited St. Hyacinthe, and predicted for it a grand future, as he noted its splendid natural facilities, and the magnificent farming country surrounding the city. The King's predictions of forty-five years ago are now a reality.

Situated on the banks of the picturesque Yamaska River, it presents a striking scene, and it is this river that furnishes the splendid water-power that makes St. Hyacinthe a superior city for the location of large manufacturing plants.

St. Hyacinthe is a picturesque city. Its ground is level; no hills to climb. There is plenty of land to be had for reasonable consideration.

The city is growing rapidly, and a prosperous future for its property holders and permanent residents is assured.

All of the manufacturers already there are doing a flourishing and satisfactory business.

The city is well laid out with wide streets and walks. It is lighted by electricity.

Among the public buildings are the Court House for the district of St. Hyacinthe; the registry office for the county; the cathedral, and Bishop's palace; the seminary of St. Hyacinthe, which accommodates four hundred pupils; the convent of the Sisters of the Presentation of Mary, with one hundred and fifty



St. Hyacinthe Seminary.

pupils; the Prince Academy, two hundred pupils; the Lorette School for Girls, of one hundred pupils; a commercial college by the Brothers of Sacred Heart; and two other large convents, the Sisters of St. Joseph and the Sisters of Precious Blood.

All of the educational institutions are beautifully situated, all stone or brick structures, with spacious grounds and lawns, adding much to the beauty of the city, which makes it so interesting to seekers of permanent homes.

Another notable feature of St. Hyacinthe is its attractive residential streets; the modern dwellings, that would be ornaments to any of the great cities of the world. The efficient waterworks are the property of the city.

The public parks and free band concerts are interesting features.

Among the permanent and progressive manufacturing establishments located in this up-to-date city are: The Penman Manufacturing Company (tweeds and underwear); Paquet & Godbout (sash and doors); Duclos & Payan (tanners); The Eastern Townships Corset Company; F. X. Bertrand Company (machinery); Louis Côté Brothers (millers); L. P. Morin & Sons (sash, doors, etc.); Casavant Bros. (organ builders); O. Chalifoux & Son (agricultural implements); The Emporium Cigar Co.; The J. A. & M. Côté Company (boots and shoes); Ames & Holden (boots and shoes); and others.

Four bridges cross the Yamaska River at St. Hyacinthe.

The city is well supplied with hotels, situated in close proximity to the business district. The Grand, Yamaska, Ottawa, and Canada are the principal hotels.

The city has an efficient fire department and police force.

Many of Canada's public men of national reputation are natives of St. Hyacinthe, whose homes are located there, and whose names are linked with the general progress and prosperity of the Dominion of Canada.

Roch Eugene St. Jacques is the present Mayor; J. O. Guertin, Treasurer; and S. Carreau is City Clerk.

Any of the above gentlemen will be pleased to receive and answer any inquiries from manufacturers or merchants who are contemplating a change in location, or, are looking for a profitable investment of capital. St. Hyacinthe offers a multitude of advantages from both its location and natural resources, and there is probably no more attractive spot than this center of wealth, intelligence, and prosperity within the Dominion.

The Grand Hotel, St. Hyacinthe.

The travelling men of the Dominion unite in saying there is no better house in Canada for service, cuisine, and general comfort than the Grand Hotel at St. Hyacinthe.



The Grand Hotel, St. Hyacinthe.

The house is located in the heart of the business district of the city, and three minutes from the depot. It is directly opposite the public park, commanding a fine view and most pleasant surroundings.

Each Thursday during the summer months a concert is given in the park by the St. Hyacinthe brass band. The commodious balconies of the Grand Hotel afford a delightful place to enjoy the music and view the lively scenes that centre about the park.

The hotel is modern and up-to-date in every particular. The table is spread with the choicest foods obtainable in the market.

It is under the management of Mr. J. D. Gauthier, proprietor, a most genial landlord.

Paquet and Godbout.

This firm of contractors, composed of Mr. P. Paquet and Mr. J. T. Godbout, are specialists in a line which is peculiarly their own, and in which they have met with great success throughout Canada. The firm make a business of both interior and exterior finishings for buildings of various character, though for the most part they confine themselves to church work.

The business, which was established in St. Hyacinthe, its present location, in 1883, by the above named gentlemen, has been successful in the extreme, and there are now employed an average of upwards of 170 hands on the various contracts which the firm have constantly in hand. The roof of the eastern portions of the Parliament Buildings, Ottawa, was constructed by them, as was also the fine work upon the new Court House, Sherbrooke. Among the other buildings which they have fitted are the Inland Revenue Building, St. Hyacinthe; the post office building, Drummondville; the post office building, Richmond; Chapel of the Holy Heart, and St. Patrick's Church, Montreal; the new convent, Outremont; the Charlottetown Church, P. E. I.; Ste. Helene de Bagot Church; the Plessisville Church; the Wotton Church, the Hull Church, St. Joseph Church, Ottawa, etc., etc.

L. P. Morin and Son.

This manufacturing establishment, which is one of the most important in St. Hyacinthe, was established by the senior parner, Mr. L. P. Morin, in 1874. The firm own a large saw and planing mill, which was rebuilt with double its former capacity after the fire of 1903, which destroyed a goodly share of the town. The firm manufactures sashes, doors, church and school furniture, butter boxes, egg cases, and shipping cases, either knocked down or in shooks. Among the firm's specialties is the Vigilant Sliding Egg Nest, which is looked upon as the only perfect nest for hens ever invented. This nest, which enjoys a large sale not only in Canada, but is shipped abroad, is so fashioned that the egg when laid will glide quietly out of the hen's reach, thus making it impossible for her to eat it, and at the same time there is nothing to get out of order or to frighten the hen. The device is simple and lasting, and works without fail. There are no springs to get out of order and rust out, and no traps which make it possible to catch the feet of the hen and make her timid. Another advantage is that these nests are practically vermin proof and are comfortable and attractive to the hen.

The business of the firm in St. Hyacinthe requires the services of some 95 hands, and the annual output of the establishment amounts to $125,000.



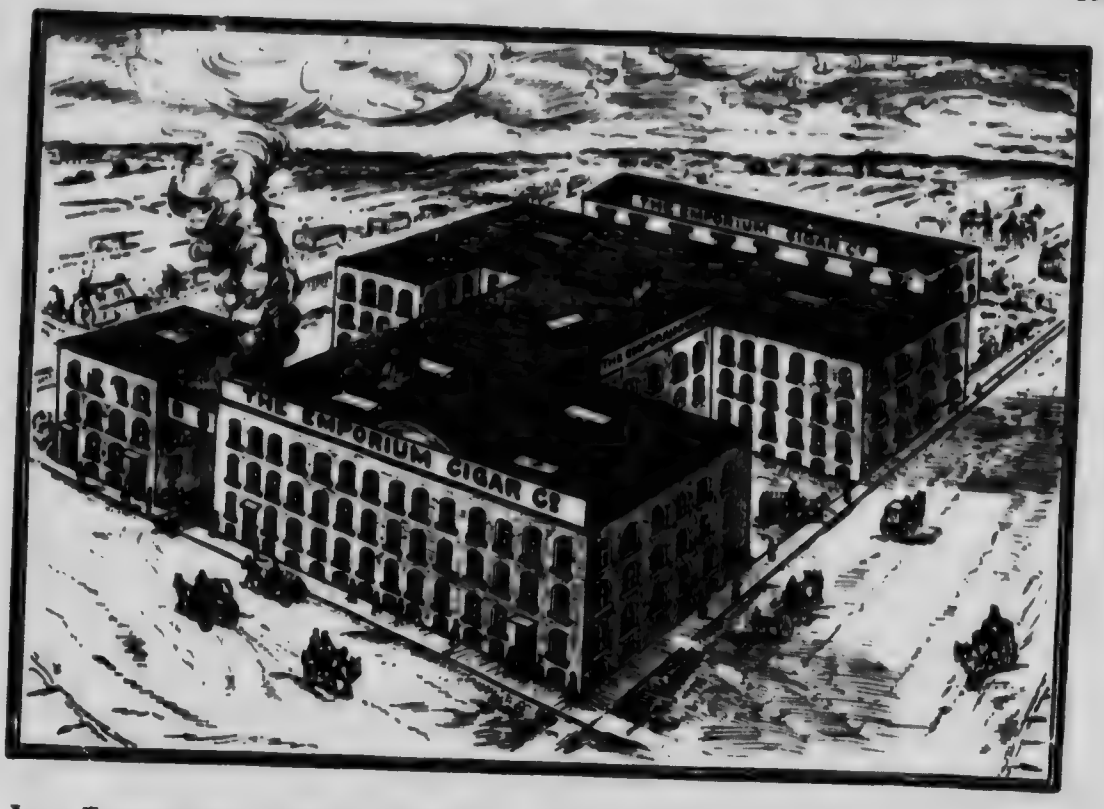
The St. Hyacinthe City Hall and Market.

La Compagnie J. A. et M. Cote.

The above corporation of boot and shoe manufacturers was established in August 1903, by Messrs. J. A. & M. Cote, after the large fire which occurred at St. Hyacinthe in May of that year, and succeeded J. A. & M. Cote, who had themselves in 1893 bought out the business established by Louis Cote & Brother, in 1866. The company has an output of about $200,-



000 annually, and employ some 150 hands. There are eighteen stockholders interested in this corporation, and the business is looked upon as one of the standard industries of St. Hyacinthe. The equipment of the factory is very complete, and the lines of boots and shoes manufactured find ready sale throughout the Dominion. The capital of the company is $40,000.



The Emporium Cigar Company.

This corporation, which began the manufacture of cigars in St. Hyacinthe in 1900, having been organized in that year, stands to-day as one of the chief industries of that thriving centre.

The factory, which stands out prominently among the industrial structures of the town, is a fine four-story building, with a double frontage, which means plenty of light and air and ample room. Indeed it would be hard to find a more suitable and convenient structure for manufacturing purposes than that owned by the Emporium Cigar Company.

To the energy of Mr. R. Deschenes, the President of the company, can be largely attributed the success of the present enterprise. He is thoroughly conversant with the demands of the trade, and from the very inception of the business started out with the determination of producing just what would suit the customer. That he has succeeded is amply shown from the fact that the company now employs six travellers on the road, who cover the Dominion from one end to the other. There are no less than one hundred and twenty-five hands employed, and the annual output amounts to $125,000 each twelve months. The capital employed in the business amounts to $50,000.

The Emporium Cigar Company makes a specialty of high grade cigars, the strictly clear Havanas being as fine as can be procured in any market. These brands in clear Havana goods include the Los Angeles, La Pedida, El Corso, and Peruna. The tobaccos utilized in the manufacture of these cigars are the most carefully chosen of the Cuban output, while the hands employed in making them in the factory are among the most skilled that money can procure.

The cigars manufactured by this company having a large sale are the Emporium, Sir George, and Representative, which are fine hand-made cigars, with the best Havana filler, and sell for ten cents. Among the other brands which are cheaper, but which nevertheless maintain a high standard, might be mentioned the Mont Pelee, Peruna, Our Leader, Good Ones, La Captiva, El Maska, Red Bluff, and Little Perfectos. The importations of leaf during the year from the United States and Cuba amount to $25,000. Mr. G. Begin is Secretary of the company.

Casavant Brothers.

The average Canadian would be very much astonished if informed that right in our midst we have one of the most celebrated firms of church organ builders on the North American continent to-day. Such, however, is actually the case, and that firm is Casavant Brothers of St. Hyacinthe, P.Q.

Men and women by the thousand listen attentively to the beautiful tones of the great organ in the Notre Dame Church, Montreal, but it is safe to say that not one in a thousand is aware that this organ with its hundred registers, one of the finest on the continent, was built by a firm within a few miles of where the instrument now stands.

The firm of Casavant Brothers, church organ builders, was organized in 1878, and since that day their fame has spread from one end of the continent to the other among those who are conversant with the technicalities of the business. Between the year 1879 and 1902 the firm manufactured and set up over 200 pipe organs in Canada, a recital of which would take in practically every organ of any note that has been put in place in that period. The firm has introduced various improvements in organ building, particularly in the electrical action, with which they have met with the greatest success. Some 75 hands are employed at their works at St. Hyacinthe, and the best pipe organs, they make no other, are being turned out constantly.

O. Chalifoux et Fils.

This firm of machine manufacturers was established at St. Hyacinthe in 1849 by Mr. O. Chalifoux, and is one of the oldest factories in the province, if not in Canada. The business, which is owned by Messrs. H. T. and T. P. Chalifoux, is a large one, turning out no



O. Chalifoux & Sons.

less than 450 machines annually, which includes threshing machines, hay presses, board mills, shingle machines, circular saw machines for farmers' use, etc. The firm are also agents for a Pennsylvania engine and boiler works. The annual output of the works at St. Hyacinthe includes 125 one horse-power threshing machines, 100 two horse-power, 60 hay presses, 30 board mills, 10 shingle machines, and 125 drag and circular saw machines for farmers' use. The output is worth in the neighborhood of $75,000 annually, and 36 hands are employed.

La Compagnie F. X. Bertrand.

This firm of engine, boiler, and saw mill machinery manufacturers was established in St. Hyacinthe in 1873. The firm is composed of Messrs. F. X. Bertrand, J. de L. Tache, N.P. Dussault, E. Berthiaume, and John S. Cluny. The business was established by Mr. F. X. Bertrand, and was formerly Bertrand & Cie, after which it was incorporated under the



Machine Shop and Foundry.
F. X. Bertrand & Co.

present title. The company are large manufacturers of engines, boilers, butter factory outfits, wood-working machinery, castings, etc. Water turbines in all sizes are made by this firm, as is also machinery for flour and saw mills, shingle machines, water works furnishings, saw mill machinery. and the like.

Duclos and Payan.

In 1873 the well-known tanning and leather manufacturing concern of Duclos and Payan was established at St. Hyacinthe, Quebec, and the business has developed so rapidly that it has been found necessary to extend the size of the plant on several occasions, until it has now reached its present large dimensions. Mr. S. T. Duclos and Mr. P. F. Payan constitute the firm, both of whom are recognized experts in the leather industry of the Dominion. The firm manufacture Buff, Pebbled Grain, Glove Grain, and Splits, and makes specialties of producing Chrome Tanned Side Leather, Boxed and Smooth Grain, Chrome Sole, also boot and shoe stiffeners, insoling and heel stock. About 150 hands on the average are constantly employed. The firm's salesrooms are at 14 Lemoine Street, Montreal.

THE CITY OF THREE RIVERS.

An Important Commercial Centre, situated Midway between Montreal and Quebec.

Heavy Lumbering and Varied Manufacturing Interests Located at this Point. A Harbor of Great Importance.

The city of Three Rivers, situated on the northern shore of the River St. Lawrence, at the mouth of the River St. Maurice, half-way between Quebec and Montreal, is one of the oldest towns in Canada.

It was founded in 1634 in compliance with an order from Champlain by Sieur de la Violette, who had a fort and stores erected there; it then became one of the most important stations in the colony for the fur trade, and was subject to many attacks from the Indian tribes. One of the Governors, Duplessis Bochard, was killed while leading his men against the Iroquois, by whom he had been attacked. His successor, Boucher de Grosbois, attained glory by his gallant defense of the city on the occasion of a subsequent attack of the same tribe. It was at Three Rivers in the midst of a large and enthusiastic gathering that the Governor General de Montmagny signed the great treaty of peace between the Hurons and Iroquois. In 1759, at the beginning of the campaign which ended in the capitulation of Quebec, Montcalm had all the Government Archives brought to Three Rivers, as well as a large amount of provisions, and shortly afterwards the little French fleet came there to seek shelter from the British squadron.

During all the warfare preceding the capitulation of Canada to England, the city of Three Rivers supplied a large contingent of brave soldiers and celebrated discoverers and explorers, Duplessis-Bouchard, Pierre Boucher de Grosbois, Jacques le Neuf de la Potherie, Francois Hertel, the hero of Salmon Falls, Pierre Gauthier de la Vérandrye, Jean Nicolet, Nicholas Perrot, and a number of others, whose names appear with those of that body of heroes who added glory to the French domination in Canada.

After the surrender of the country to England, the city of Three Rivers became the seat and headquarters of one of the three military governors appointed by Lord Amherst.

In 1775, at the time of the American invasion, it fell in their power, together with Montreal and Sorel, and was not relinquished by the invaders until after the defeat of Montgomery at Quebec. Since then it has been the chief town in the district bearing its name.

The general aspect of the city of Three Rivers is pleasing. The public squares, the terrace commanding a view of the harbor, and many of the streets, are lined with fine trees, which in summer are most refreshing in their green array. The public buildings, shops and private dwellings, mostly in brick, are, from an architectural standpoint, very unassuming; but they are scrupulously neat and well kept, and therefore one readily overlooks the lack of wealth in the building material and style which are the pride of great cities. The Catholic Cathedral, however, forms an exception to the general rule. It is a handsome Gothic structure.

The population is now 12,500; mostly all French Canadian.

Owing to its being situated in the heart of a rich agricultural district, the city of Three Rivers has a large trade in farm produce, and does a large export trade in hay, butter, and cheese. The lumber trade, however, constitutes the most important part of its business, and the wood is procured in enormous quantity from the inexhaustible reserves of the Upper St. Maurice. The great saw mills of Baptiste, of the Gres Falls Co., of the St. Maurice Lumber Co., of the Union Paper Bag Co., and of the Burrill Lumber Co., supply annually to the local export trade more than 80,000,000 feet of wood.

The paper pulp factory, erected a few years ago at Grand Mere, by the Laurentide Pulp Co., also supplies a large contingent towards the export trade of Three Rivers. The above establishment, which is reached by rail from Three Rivers, is one of the most important factories in North America. Its actual output is 80 tons of pulp and 75 tons of paper a day.



Bird's eye View of Three Rivers, Que.

Another very prosperous industry is that of the Radnor Smelting Works, near Three Rivers, where an average of 25 tons of cast iron is daily turned out. The St. Maurice Iron Mines also very well bear up their reputation as being the richest in the country.

Amongst other industrial establishments in Three Rivers must be mentioned the boot and shoe factory of Tebbutt Bros.; the National Tool and Axe Works, the Soil Pipe Valve and Foundry, the Montreal Pipe Foundry Co., the F. X. Bellefeuille and Frere Foundry, to which is annexed an engine constructing department and a threshing machine factory; T. Sevigny's Foundry and J. A. Dupessis's establishment, where machinery of every description is turned out; Gelinas and Frere's Wooden Chair and Shovel Factory; T. Lymburner's Carriage Factory, the Imperial Oil Co's. Stores, where coal oil is kept and put into barrels; A. Balcer's Fur Factory; Girard and Godin's silverware and coffin factory; L. P. Langlois and Co's and N. Malhiot's cigar factories; J. N. Godin & Co.'s biscuit and candy factory; E. Balcer's glove factory; the Three Rivers Gas, Heat, and Power Co., which produces gas; the North Shore Power Co., which produces electricity for lighting purposes and as a motor power; the United Lumber Co.'s door and sash factory, also that of A. Baptist; and the Canada Paint Co.'s Works, near the city limits.

The harbor at Three Rivers is broad, very commodious, and will float the largest transatlantic steamers. Here is the natural terminus of ocean navigation, as the larger steamers cannot reach higher up the river, except through an artificial channel, necessitating constant and most expensive labor to keep clear.

As regards railroad connections, Three Rivers is crossed by the two largest lines of railways in North America, the Canadian Pacific and the Grand Trunk. It has also direct connections with the Piles Railroad, the Great Northern, and the Lake St. John.

When navigation opens the city also has direct connection with the Gulf and all outside ports, as well as to the extreme end of the great western lakes by means of the Richelieu and Ontario Company's boats and other local lines.

The city of Three Rivers is also the seat of a Catholic Bishopric, and also has many thriving educational establishments. Amongst others must be mentioned the St. Joseph Classical College, where 400 pupils are annually educated; the Ursuline Convent, where an average of 700 young ladies are annually educated; and also the Friars' of the Christian Doctrines' School where upwards of 600 boys receive elementary and commercial education. There is also a splendid English Academy for the children belonging to the three Protestant congregations, which are Anglican, Methodist, and Presbyterian.

The St. Joseph Hospital and the Asylum for Orphans and Aged Persons, which are in the same building kept by the Providence Nuns, is one of the finest charitable organizations in the country.

The list of religious institutions is completed by the Monastery of the Precious Blood, the Monastery of the Franciscan Fathers, and the Institute of the Daughters of Jesus, for the education of young girls.

The city of Three Rivers also has an excellent municipal administration, and a most improved service; a Court House, with a resident judge, a jail, a custom house, a Crown Lands' office, a Board of Trade, and a Board of Harbor Commissioners.

An annual district exhibition is held at Three Rivers. The exhibition grounds are charmingly situated on the crest of Coteau St. Louis, which commands a view of the whole city, the river, and the rich surrounding country. The buildings are elegant and well adapted to the use to which they are put, and more particularly the hippodrome, which is the finest in the country, and forms a special feature which every year draws an immense crowd of visitors.

In the summer time, the city of Three Rivers is also crowded with tourists, who start from there to visit the picturesque lakes swarming with fish in the Laurentides.

The Shawinigan Falls, the finest in this country after Niagara, as well as those of Grand Mere and La Tuque, which are easily reached from Three Rivers, by rail or steamer, also draw a large contingent of tourists to Three Rivers.

The city of Three Rivers is fortunate in having one of the foremost institutions of its kind on the Continent. This institution, known as the Hydro-Electro Therapique Institute and Sanatorium, was established in 1896 by Dr. De Blois.

For the treatment and cure of nervous diseases, general debility, and all kindred troubles, it stands in the front rank of modern scientific establishments. It has the full confidence of the public, and has grown solidly and steadily. A great many remarkable cures have been effected, some of them have been commented upon at length in the medical journals of the country.



A View of the Sanatorium.

The Sanatorium is located in a beautiful park in a healthful country only two hours travel from the cities of Montreal and Quebec, being mid-way between them. It is completely fitted with all the latest and most modern electrical appliances, including a laboratory for the chemical and microscopical examination. According to the case, patients have the advantage of the application or of the treatment, by means of the following therapeutic agencies in all their various scientific forms, and scientific electricity, by baths, douches, both hot and cold, massage, inhalation of ozone, hot air and vapor baths, everything that modern knowledge can offer over and above any medical treatment required by the patient. Many stubborn cases of long standing have been successfully cured at this institution, embracing nervous exhaustion, neuralgia, sciatic rheumatism, dyspepsia, etc. Patients have their private rooms and board if required. The building is heated by hot water and lighted by electricity. The resident physicians are Dr. Charles De Blois, Founder and Managing Director; Dr. Oliver Tourigny, Chief Assistant, and two other doctors in attendance. Catalogues giving full information and references will be mailed to any address upon application.

George Leprohon and Son.

Messrs. George Leprohon and Joseph Leprohon have been established for upwards of twenty years in Three Rivers, P.Q., as Ship and Custom Brokers, steamship, steamboat and barge agents, coal merchants, lumber buyers, general stevedores, etc. They also act as brokers in the purchase of lumber and pulpwood, which they ship largely to the United States. In 1904, 50,000 cords of pulpwood were consigned through this house to the United States. They ship many million tons of fuel by rail and barge, coal being consigned through the firm from England and New South Wales.

The firm are the local agents for the Lake Champlain Transportation Company, the Sincennes-McNaughton Line, the Allan Line, the Dominion Line, La Compagnie Generale Trans-Atlantique, etc.

The head offices of George Leprohon & Son are at Three Rivers, P.Q., while a branch trading under the name of Leprohon, Prud'homme & Co., as General Contractors, Wharfingers, and Stevedores is established at Sorel.

Tebbutt Brothers.

This important boot and shoe manufacturing firm was founded in 1894 by the brothers John T. Tebbutt and James S. Tebbutt at Three Rivers, P.Q. The modern and up-to-date factory is a large four-story building with a tannery attached, the premises occupying ground extending over six acres. The goods are distributed all over the Dominion, the annual output



Tebbutt Brothers' Factory.

averaging from 275,000 to 300,000 pairs, which are sold to the wholesale trade exclusively. The firm manufacture principally Goodyear welted wear in men's and boys' shoes. The average number of employees is 250. All communications should be addressed to Tebbutt Brothers, Three Rivers, Que., P.O. Drawer 12, which will receive prompt attention.



Dr. Louis P. Normand.

Three Rivers Planing Mills.

Incorporated in December, 1903. This is one of the most important concerns in the province of Quebec dealing in and manufacturing pine, spruce and hardwood lumber, lath and shingles, mouldings, doors, sashes, blinds, boxes, and shooks. A specialty is made of hardwood flooring, sheeting, and inside finish. The factory is near the C.P.R. Station, Three Rivers, P.Q.

The Gres Falls Company.

The vast lumber business of the Gres Falls Company of Three Rivers, P.Q., was found some fifteen years ago. and finally Mr. F. F. Farmer formed it into the present company in 1903 with a capital of $500,000. Manufacturing pine and spruce lumber, the annual output is 25,000,000 feet, of the average value of $400,000. The water power at Gres Falls is estimated at 50,000 h.p. The company are now also producing pulpwood, and in the near future will embark in the manufacture of paper, when the gross annual value of the manufactured goods will amount to $1,000,000, or more. The company employ upwards of 1,000 hands. It exports principally to England, about 15,000,000 feet of lumber.

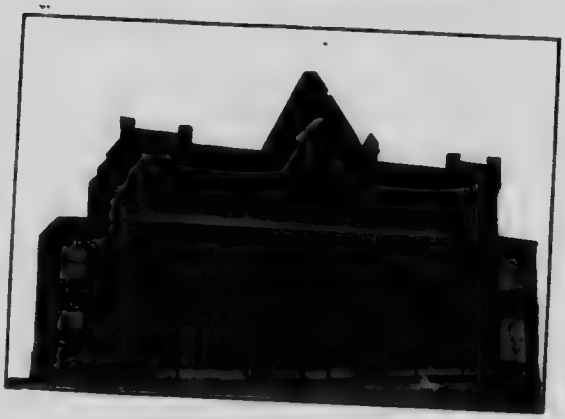
The officers of the company are A. Pagenstecher, President; F. F. Farmer, Vice-President and General Manager; Warren Curtis, Treasurer; A. Pagenstecher, Junr., Assistant Treasurer; and Frank L. Farmer, Secretary.

Girard and Godin.

The business of Girard & Godin, manufacturers of undertakers' supplies, was established at Three Rivers, P.Q., in 1860, by Gustave Girard. The present partners are Leopold Girard and Hector L. Godin. The firm make all kinds of undertakers' furnishings, coffins, caskets, coffin trimmings, hearses, head linings, robes, brass goods, coffin hardware, etc. Materials are imported from Germany, England, France, and the United States. The extensive factory and head offices are situated at St. George Street, Three Rivers, with a branch at 1450 Notre Dame Street, Montreal.

The firm of Girard & Godin have won an excellent reputation for the high quality of their manufactures, which are in great demand throughout the whole of Eastern Canada.

Shawinigan Falls, Quebec.



Hotel Vendome, Shawinigan Falls.

The Hotel Vendome at Shawinigan Falls, P.Q., is situated directly across the street from the Great Northern Railway Station. It is an attractive modern brick building, especially erected by Mr. F. L. Giroux, its present proprietor, in 1901. Under his experienced management, the travelling public pronounce the Hotel Vendome to be one of the best and most comfortable hotels in the province. Electrically lighted, and steam heated throughout, its thirty-two commodious bedrooms are furnished in luxurious style, brass bedsteads in every room, in fact, the traveller gets all the comforts of home.

This remarks applies also to the excellent table and up-to-date service. Mr. Giroux is always personally in attendance to give his guests a hearty welcome.



The Laurentide Paper Company, Limited.

As the St. Lawrence flows towards the sea, it passes, midway between Montreal and Quebec, the ancient city of Three Rivers, so named because of the three mouths of the St. Maurice River, one of the largest tributaries of the St. Lawrence in Canada. On this river, a little over twenty miles from its mouth, is situated a water power which early gained the attention of those pioneers of industry who were to turn the forest wealth of Quebec into Pulp and Paper.

In 1885 the first mills were established for the manufacture of ground wood pulp. The business progressed with the varied experience of all pioneer concerns until the demand was felt for an increase in the development to utilize some of the raw material in the manufacture of the finished product. So, in 1897, the Laurentide Pulp Company was re-organized; extensive forest limits were purchased covering 1,600 square miles of virgin timber; the water power was further developed, and a large sulphite mill for the manufacture of chemical fibre, and four paper machines, were added to the old pulp mills. During the following five years the increase of the plant was fully justified by the demands of the market and it was found that the surplus product of the two pulp mills could be most advantageously converted into paper. In the year 1904, therefore, three new paper machines were installed, a limited quantity of preferred stock was issued, and the name of the company was changed to "The Laurentide Paper Company, Limited."

The mills stand to-day as the largest paper plant in Canada, and one of the largest on the continent. Its boundless forest wealth, the water power at Grand'-Mere, of which only one-half of the 40,000 horse power is utilized, added to the splendid modern equipment of the mills themselves, rendered practically fire-proof, make the plant one of the safest and most permanent industrial propositions in Canada.

At present it is consuming about 3,500 logs a day, which produce a total output of about 200 tons of newspaper, cardboard, and sulphite fibres. To give one an idea of what this immense tonnage means, it might be said that two-thirds of this product, or the daily production of newspaper, would furnish a strip of paper a yard wide and over fourteen hundred miles in length. The market for this immense output, of course, extends not only throughout the Empire, but into other countries as well. Most of the material, however, finds its destination in Canada, England, Australia, New Zealand, and the United States.

The Belgo Pulp and Paper Company, Limited.

Established in 1901 by Belgian capitalists, the Belgo Pulp and Paper Company is one of the most important pulp and paper manufacturing concerns in the Province of Quebec. Its average annual output is 30,000 tons of pulp and 8,000 tons of newspaper. About 250 hands are constantly employed at the Company's mills at Shawinigan Falls.

The head office of the Company is in Brussels, Belgium, at No. 15 Rue Brederode, in which city Mr. A. Bouvier is the Managing Director. The General Manager in Canada is Mr. H. Biermans. The capital of the company is $800,000. The telegraphic addresses of the company are "Pulp," Bruxelles; and "Belgopulp," Shawinigan.

The company is intending to put up a second paper machine, which will be in operation about November, this year, so to double the output of newspaper.

CANADIAN WATER POWERS.

Canada's water powers are certain to play a tremendous part in her industrial development.

If water could be employed to turn the wheels of every factory a large element in cost of production would be eliminated. Already in Canada many industries get their power in this manner. Many more will follow in time, for Canada is the country of running waters. The Laurentian Highlands constitute "a gathering ground for many large and almost innumerable small rivers and streams, which, in the sources of power they offer in their descent to the lower adjacent levels, are likely to prove of greater and more permanent value to the industries of the country than an extensive coal-field."

So many companies are already making use of water power that only a few examples can be given. In Sault Ste. Marie a large number of important industries are operated by electricity developed at the local rapids. One hundred and seventy-five thousand horsepower has been developed thus far. At Rat Portage, 100 miles east of Winnipeg, a dam across the Winnipeg River gives a head of twenty feet with a storage area—the Lake of the Woods—of about 2,000 square miles. In time, not only Rat Portage and its mills, but Winnipeg and other places, with their industries, will be supplied with power from these works, which have a capacity of about 30,000 horsepower.

At Niagara Falls extensive power companies and many large industries have been established, with an aggregate capital of $20,000,000. Great tunnels have been blasted through the solid rock under the river bed and along the shore, but the volume of water is so enormous that the quantity diverted has produced no visible effects.

Large electrical works have also been constructed at the Lachine Rapids just above Montreal and at Chambly on the Richelieu River. These plants supply electricity for the operation of the street railways and for domestic and street lighting in Montreal. The streets of Quebec are lighted and the Quebec street railway operated by electricity developed at Montmorency Falls. Thirty thousand horse power have been developed at Shawinigan Falls, on the River St. Maurice. The Chaudiere at Ottawa, with a fall of about forty feet at low water, has been used for many years for driving mills, pumping the city water supply, and generating electricity for lighting and for operating the street railway. Eight thousand horse power has been developed here, while another 1,000 horse power



has been developed at rapids five miles above the city. Twenty-seven miles farther up, at the Chats Falls, there are magnificent water powers. Within a radius of fifty miles from Ottawa, the capital of the Dominion, there is an available water power energy equivalent to 900,000 horse power.

In Northern British Columbia and in Yukon, water power is used to wash the gravel in the placer mines.

These instances are only examples of the water powers abounding in Canada. It is estimated that the St. Lawrence system of falls and rapids places 10,000,000 horse power at the disposal of Canadian industry. The power at Niagara Falls is estimated at 5,500,000 horse power. As soon as cheaper methods of transmitting electricity have been perfected, the utility of Canada's running waters will be indefinitely increased.

ST. JOHNS, QUEBEC.

An Ideal Manufacturing Centre near Montreal.

St. Johns, the capital of the county of St. Johns, is beautifully situated on the Richelieu River, twenty-seven miles from the city of Montreal, making it practically a suburban town of that metropolitan centre. The advantages offered here for manufacturing and other great enterprises are obvious: having the immense trade of the greater city to draw upon, yet the cheaper methods that naturally prevail in the smaller town. This fact has been looked upon with much favor by several immense institutions which have located in St. Johns, chief of which is the Singer Manufacturing Co., which is just completing at this point one of the most magnificent plants for the manufacture of sewing machines and their accessories on the American continent, and which fact is destined to make a great improvement in the town's already thriving condition. Other establishments of wealth and note are also located here and the town is filled with thriving, enterprising citizens, who see for themselves and their home place a future of marked prosperity.

St. Johns contains, besides the County Buildings, churches for the Episcopalians, Methodists, and Roman Catholics. It is the home of La Banque de St. Jean, and contains branches of the Merchants Bank of Canada and La Banque Nationels.

A dozen or more hotels afford comfort for the traveller; and a good system of public schools is maintained for the education of the younger generation.

The town is lighted by electricity, and has a complete system of waterworks.

Four main line railroads enter the town: the Canadian Pacific, Grand Trunk, Central Vermont, and the Delaware and Hudson.

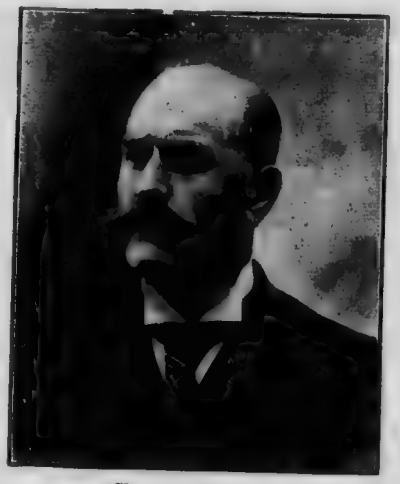
The surrounding country is rich in agricultural resources, making St. Johns a great centre for farm produce, the shipping of which to all parts of the world is a heavy item in the town's business interests.

Across the Richelieu, and connected by a splendid bridge, is the thriving town of Iberville, which is in itself a centre of considerable importance.

The immense distances in Canada have made her citizens broad-minded. There are no serious, sectional jealousies, and there is no over crowding.

Charles R. Cousins.

The extensive wholesale flour, grain, and feed business of Charles R. Cousins has been established in St. Johns since 1881. The trade lies principally through the Eastern Townships, and Mr. Cousins transacts the largest jobbing business in his line in that section. Mr. Cousins owns three large warehouses, one on the Canadian Pacific Railroad, one on the water front, and one at Iberville. He buys largely all through Canada and the Great North-West, and does an extensive trade in American corn imported from the United States. Mr. Cousins has an experienced travelling representative covering a large section of the Province of Quebec.



Chas. R. Cousins,
Mayor of St. Johns, Que.

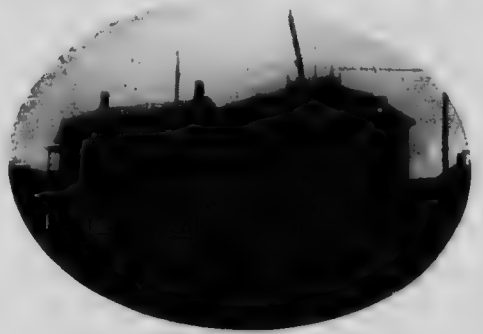
Mr. Cousins is one of the most progressive citizens of St. Johns, and has taken no small part in the development of the city. He was a member of the Town Council for about 15 years, representing the North ward, and most ably filled the office of Mayor for the past three years, and is always to the fore in any movement which has for its object the benefit of the community, of which he is so useful a member. He was most active in bringing to St. Johns the Singer Manufacturing Company and other important industries.

La Banque de St. Jean.

Established in 1872, the La Banque de St. Jean is the most important financial institution in the thriving town of St. Johns, P.Q. Since its founding by Louis Mollem the business of the bank has steadily, yet conservatively, increased, until it now reaches a vast volume, and enjoys the thorough confidence and patronage of the leading business men, manufacturers, and residents of that section of the province. Mr. P. H. Roy is the President; Mr. F. Lamoureux, Vice-President; and Messrs. A. Morin, F. Franchere, and M. Robert, Directors. The head office at St. Johns is under the able and experienced management of Mr. P. I. L'Heureux. The branch at St. Remi is under the management of Mr. C. A. Bedard, and the branch at Henryville is controlled by Mr. C. E. Langlois. La Banque de St. Jean's correspondents in New York City are the Bank of Montreal; in Boston, Mass., the First National Bank; in Montreal, the Molsons Bank. The capitalization of La Banque de St. Jean is $296,000.

The Canada Hotel.

The principal hotel in St. Johns, P.Q., is the Hotel du Canada. It has thirty-two comfortably furnished bedrooms, steam heat, and electric lighting throughout. Beautifully situated mid-way between the business and residential sections of the town, it is conveniently near the railroad depots, free omnibuses running to and from the hotel. Excellent cuisine. Admirably managed by Mr. E. Chenier, the experienced proprietor.



The Canada Hotel,
St. Johns, Que.

Jacob Simard.

One of the most important businesses in St. Johns, Quebec, is that of Mr. Jacob Simard, where his main offices and large warehouse is situated. He transacts a very large business in hay and grain shipping to all points in England and the United States. He deals wholesale in coal and wood. Mr. Simard also handles brick in large quantities, and deals extensively in lime and cement and every kind of building supplies.

Mr. Simard has, by dint of energy, combined with sound judgment, promptitude in filling orders, and the excellence of the materials he deals in, achieved an enviable reputation for fair dealing, and has established an extensive business on a sound basis. He possesses excellent shipping facilities, and any one desiring to order goods from Mr. Simard by letter or telegram, can rely not only upon their good quality, but upon such promptitude of shipment as is not always obtainable in larger cities and places.

St. Johns Straw Works Company, Limited.

This important industry was originally established in St. Johns, in 1889, by Mr. J. E. Molleur, who is the President and Managing Director of the existing company. The company manufacture men's and women's straw hats in every variety, and distribute only to the wholesale trade. The annual output varies from $100,000 to $120,000, the concern employing an average number of 100 to 150 hands. The company export to London, England, but the bulk of the trade is done throughout the Dominion. Material of the finest qualities is imported from China, Japan, and Germany. Mr. Charles A. Molleur is the Secretary of the company.

Mr. J. E. Molleur is a prominent man of affairs in St. Johns, is an ex-Mayor of the town, and has been on the Council for many years. For the past twenty years he has been President of the St. Johns Board of Trade. He is the proprietor of the Courier de St. Jean, the Conservative paper, and also owns the St. Johns Beeswax and Taper Factory, which produces candles for use in churches, etc., on a large scale.

The Dominion Pneumatic Tool Company.

One of the most important manufacturing concerns in St. John's, P.Q., is the Dominion Pneumatic Tool Company, which was originally established in 1886 by Mr. D. Laliberte. The business was subsequently succeeded to by Messrs. R. L. Ketcham and S. J. Bedington, who now control the business, which is that of brass and iron founders, engineers and machinists, boiler makers and blacksmiths. A specialty is made of the manufacture of pneumatic tools for the engineering and stone trades, steam engines, pumps, vertical and horizontal boilers, cast and wrought iron boilers, mill supplies, hangers for shafting, fencing of all descriptions, gas and gasoline engines, steam fitting and blacksmith work. A specialty is also made of patent work, and repair work of every description is promptly attended to. The offices of the Pneumatic Tool Company are attached to the works in St. Johns, P.Q.

G. C. Poulin.

The chief office of Mr. G. C. Poulin, the well known lumber merchant and manufacturer, is at St. Johns, P.Q. Fifteen years ago he established himself in the industry, in which he was so prominent, at



Farnham, P.Q., subsequently moving his headquarters to St. Johns some three years ago, where he has established extensive planing mills, where the manufacture of sashes, doors, blinds, laths, and all kinds of prepared lumber, is carried on, on a large scale. Mr. Poulin's business extends throughout the Province of Quebec. He is the promoter of, and a large shareholder in, the Sherbrooke Lumber Company, and also owns a saw mill and 600 acres of timber land at St. Rosaire.

Mr. Poulin deals in spruce, hemlock, pine, and hardwood lumber, rough and dressed dimension timber, clapboarding, shingles, pulpwood, cedar post and telegraph poles. The annual output of his mills is $75,000, of which about $25,000 is exported to the United States.

The J. and S. Bessette Company, Limited.

This well known concern of brass and iron founders, machinists, and agricultural implement manufacturers has been established in Iberville, P.Q., since 1861. Mr. O. Normandin is president, and Mr. C. A. Papineau vice-president of the company. Since its fo ding, 44 years ago, by Joseph and Salyme Bessett the business has become a very extensive one, and the products of the factory bear a first rate reputation. The factory is one of the best equipped of its kind in Canada, and every kind of machine work and casting is undertaken. The company make their own brass. A specialty is made of all kinds of agricultural implements, threshing machines, hay presses, hay rigs, gasoline and steam power engines, velocipede hand cars, pump cars, butter and cheese factory supplies, etc. In fact, the J. & S. Bessette Co., Ltd., undertake the manufacture of all kinds of machinery to do any kind of work.

The Canadian Preserved Butter Company, Limited.

The packing in tins, jars, and kegs of Canadian butter for export to all parts of the world is a novel feature in the dairy industry of the Dominion, having hitherto been chiefly controlled by Denmark and France. The Canadian Preserved Butter Company, Limited, have successfully inaugurated and developed this branch of the trade. Subjected to a special process in manufacture, the butter as packed by this company retains for years its charms of condition and flavor in any climate in the world, tropical or otherwise. Canadian cheese in high quality is also treated in this way, and keeps fresh with its original flavor for an extended period.

The Canadian Preserved Butter Company, Limited, export these specialties to England, the West Indies,



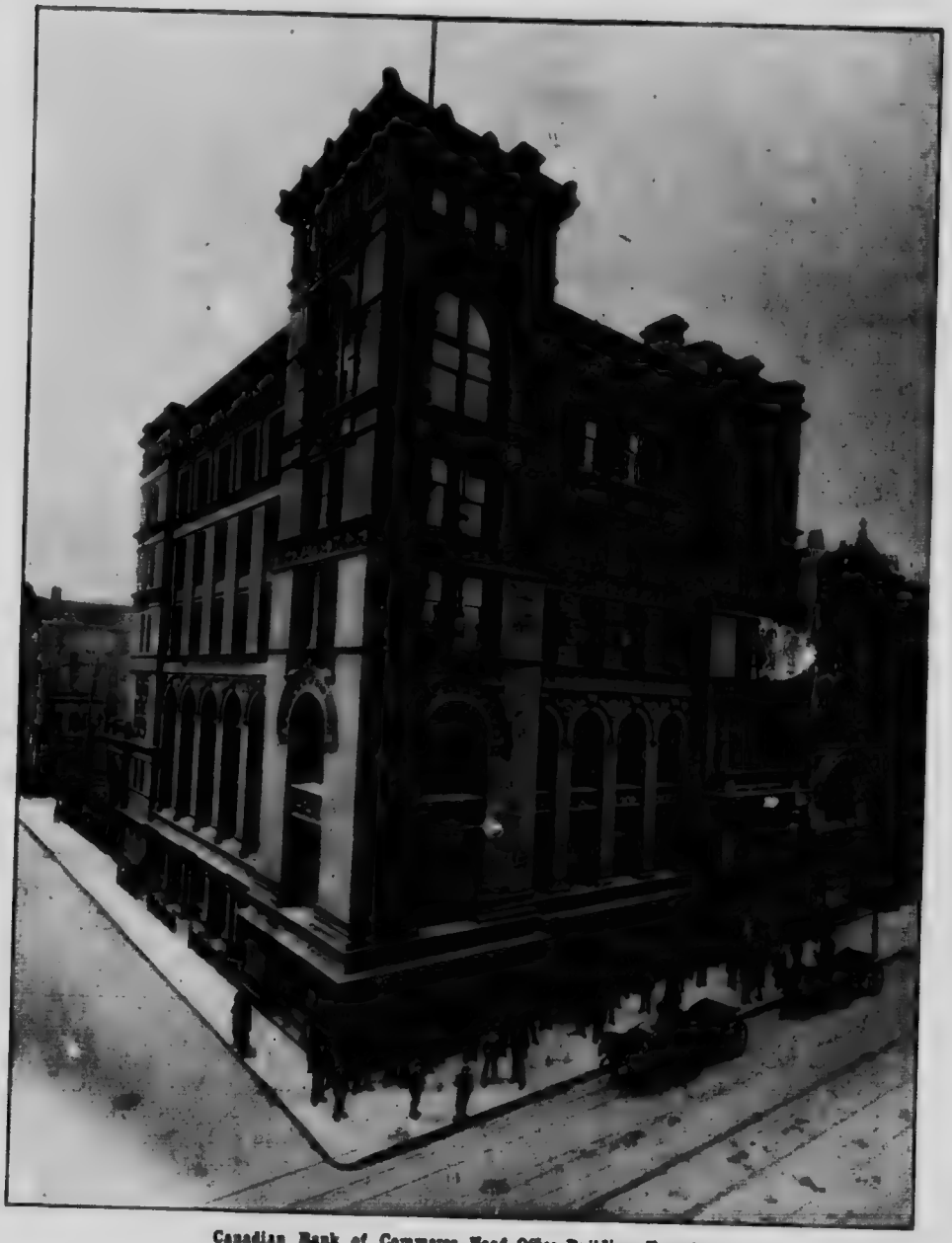
The Canadian Preserved Butter Company's Factory, at St. Johns.

Central and South America, China, Japan, South Africa, etc., in ever increasing quantities. The annual value of the export reaches $250,000. The products are known under the name of the "P.B." Brand.

The offices and manufactories of the company are at St. Johns, P.Q. Mr. P. de Bacourt is President.

The average yield of wheat in the West during fifteen years has been 20 bushels per acre, the highest yearly average being nearly 28 bushels. To grow a bushel of wheat costs the western farmer about 35 cents (1s. 5d.). All he sells it for above this is clear gain.

The construction of railways through Canada—particularly that portion known as Western Canada—will make markets of easy access for the quick sale of farm products in every district. Whatever may be the experience in other countries, settlers who are now locating on Canadian farms will reap an immense advantage over those who come later.



Canadian Bank of Commerce, Head Office Building, Toronto.



CHAPTER XII.

By JOS. T. CLARK.

THE whole history and character of Ontario as a staunch British province is pretty well explained by the struggle through which the settlements north of the great lakes passed during the war of 1812. The country was new. The pioneers had trouble enough, in their conflicts with nature, without being overrun by invaders. There was practically no Upper Canada worth mentioning at the time of the American Revolution, but after that war, large groups of families that had been loyal to the King, passed north of the lakes to establish new communities. Not only so, but the sentiment engendered by the war caused emigrants from Great Britain for some years to turn towards Upper Canada rather than to the United States. British regiments, too, were disbanded and given land grants where it was most desirable that the country should be opened up. When, therefore, the war of 1812 occurred, it gave York, the dirty but ambitious forerunner of the present city of Toronto, and the other settlements in Upper Canada, a chance to show that loyalty to the British Crown which has ever since been displayed. At that time the curse of party politics had not made itself felt to any extent; the Family Compact had not organized its machinery of mischief; the Clergy Reserves were not a burning question; authority was not at loggerheads with the sentiment for representative institutions which gave rise to the troubles of 1837; and the original settlement of the Province by United Empire Loyalists was not diluted by the accession of humbler persons with more republican notions. The Province was as yet enjoying the unqualified benefits of Governor Simcoe's progressive policy, and had not yet reaped the harvest of those aristocratic institutions which he had planted as an offset to American democracy.

The York of 1812, built near the site of an old French trading station called Fort Rouille, established in 1749, lay some distance to the east of Yonge street, which was at that time a rough country road. At the east end of Toronto Harbor, close to the spot now marked by the stern grey outlines of the county jail, was erected the first parliament building of the new English province. It was a plain wooden structure and was burned by the American raiders in 1813. In 1816 it was replaced by a larger building of brick, but this was burned by accident in 1824. Round this, Front Street, Queen and Berkeley Streets, grew up in irregular clusters the new settlement. The eastern part of the harbor in the direction of the bay, was chosen for military reasons, since being at the head of the bay it was in a more defensible position than the western portion near the entrance of the harbor. From the Parliament Buildings to the Old Fort, immediately east of Garrison Creek, there extended a grove of oak trees, a vestige of the primeval forests. The bastions and earthworks of this fort are still in tolerable repair, and from the embrasures several cannon still command the harbor. There is a blockhouse of the ancient French style; on

the land side the approaches are defended by a trench and a rickety stockade. It was here in the western part of the enclosure that the accidental explosion took place, which resulted in the death of General Pike and many a gallant American soldier. The Old Fort is a ruin, though its buildings are still occupied by a few government officials in the military department.

Up to the war of 1812 Toronto had grown steadily, though still but a small collection of scattered stores, taverns, and farms; it was the centre of what commerce existed in Upper Canada. Already the thoughts of the merchants of Britain, and more especially of Scotland, were turned to the capital of Upper Canada, where the breaking out of the vexatious and, to the American Republic, inglorious war of 1812 put a stop to all industrial progress. The apparent effect of the war on Toronto, twice in the possession of a victorious enemy, was at first sight depressing. But the net result was a gain to the Upper Canadian capital. The buildings that had been destroyed were rebuilt in a more durable and tasteful form by the British Government. The presence of large bodies of soldiers during and some years after the war, brought a considerable quantity of money into circulation.

For nearly a century Canada has been growing alongside the fast-growing American Republic, and successive generations of United States statesmen have expected to see the British colony, drawn by the growing attraction of trade, merge with her powerful neighbor. It is profitless to speculate upon what might have happened had events taken a different course, but it is certain that when Upper Canada was forced to arise from her cradle to defend herself, the infant country conceived a distrust for her neighbor that has strongly influenced her from that day to this. The war occurred in the colony's most impressionable age, and although it was one of the world's little wars and seemed to end in little that signified much, it gave Ontario and Quebec songs, stories, and sentiments that have ever since sufficed to preserve the boundary line between them and the Republic, and to bring these two provinces, peopled with different races, into sympathy. It was not a great war, and its battles are forgotten except in local his-



(Engraved for "The Book of Canada.")

Yonge Street, Toronto.

tory, but it maintained British authority over half of the North American Continent.

The next interesting chapter in Ontario's history was the struggle for self-government which culminated in the Rebellion of 1837. Toronto was the centre of the plotting. Here abode the Governor, and here the Legislature met in vain efforts to secure to the people direction of their own affairs. A few leading families usually gained the ear of the Governor and discredited those who asked for reform by describing them as republicans. Sir Francis Bond Head in a despatch to the home government alluded to the Canadian colonies as "suckling republics." He would change their nature by the firmness with which he would reject the absurd propositions made to him. Power came from the King through him, he affirmed, and the pernicious doctrines of republicanism should be stamped out once and for



(Engraved for "The Book of Canada.") The Harbor of Goderich, Ontario.

all time in the British territories. But it was not to be. Some of the ablest men in the colony were opposed to representative government, and travelled to England to argue against it, but notwithstanding influence and the difficulties of distance, right and reason were on the side of reform and a reconstruction came about. If the rebellion had not much force in the field, it had a significance in John Bull's mind which sufficed for the ends aimed at. Lord Durham was sent to Canada, and his report on the situation paved the way for a complete reorganization.

It must ever be deemed a significant thing that in two great crises in the history of Canada—the war of 1812 and the Rebellion of 1837—working from entirely independent sources of inspiration, the people of Ontario and the people of Quebec, differing in origin, religion, and language, contributed each to the aid of the other, in producing results mutually desired. With widely differing motives the people of Ontario and Quebec equally resisted invasion in 1812-1814, and from motives not so different, but from provocations that varied much, the two peoples arose in concerted rebellion and forced the authorities in Great Britain to realize that information from official sources was not to be wholly trusted. John Bull was practical enough to know what rebellion meant. It could not be explained away by plausible despatches. L. J. Papineau in Lower Canada, and William Lyon Mackenzie in Upper Canada, may have stood for impossible things, but they at least made effective protest against conditions that could not continue and did not.

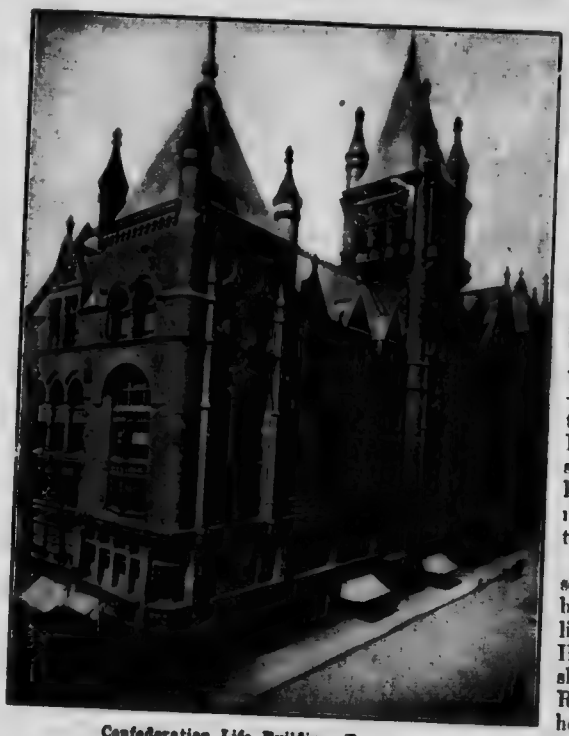
Toronto was in the midst of the Rebellion. Mackenzie, Dr. Rolph, and the other chief conspirators lived in the city, and met in careful deliberation as to how possession could be had of the Parliament Buildings, the arms stored in the City Hall, and the Governor's residence. That the plans of the rebels miscarried can only be ascribed to the lack of experience in rebellion that hampered the leaders.

It is improbable that Toronto ever again in her history will be in the same position in which she stood on the evening of December 6th, 1837. About one-third of the inhabitants of the town were in sympathy with the rebels, another third were prepared to go for or against rebellion as proved most politic by the event. The average man deplored the conditions that prevailed, but doubted the efficacy of rebellion as a remedy. Yet successful rebellion has always commended itself to the human mind.

Something went wrong. Mackenzie was not the leader he should have been. Or a misunderstanding arose between Mackenzie and Rolph as to the day and hour of attack. Or Van Egmond, who was to command the insurgents, arrived a day late from up Seaforth way. At all events some excellent rebels who expected to help seize the arms stored in the City Hall for insurgent use, found themselves accepting these same guns

to help repel the invaders from Markham, Pickering, Newmarket, and other rural parts.

Toronto has since then been stirred more than once by the alarm of war. In the history of the city there was never so much excitement as on the 30th of May, 1866, when word came that the Fenians had crossed the border and captured Fort Erie. The most alarming rumors had preceded this movement. It was supposed that Toronto was in great peril. The Irish Roman Catholic citizens of Toronto had been foremost during the spring of the year in subscribing money and in arranging defensive measures against invasion. When news came that Fort Erie was captured, two columns of troops were sent by different routes from Toronto—one, mostly composed of regulars under



Confederation Life Building, Toronto.

Colonel Peacock, going by way of Niagara Falls and Chippewa; the other consisting of militia under Col. Dennis, going by the Welland Railway through Port Colborne. It was the militia that met the Fenians at Ridgeway, and five members of the Queen's Own Rifles of Toronto were killed. In all six Canadians were killed and forty wounded. Both sides retired from the scene of battle, but the Fenians had had enough of Canada, and those who could do so were glad enough to get out of the country.

Thus, again, at a critical moment, there was given to Canada a reason for regarding the international boundary as something more than an imaginary line. The people of Ontario and Quebec had been called out to defend the boundary against invasion, at the very time when a scheme was on foot for establishing a confederation of the provinces. There is no doubt that this helped much to expedite confederation by imparting to the various provinces a fellow-feeling and mutuality of interest.

For many years the Province of Ontario, of which, as has been already stated, Toronto is the capital and chief commercial city, has held an established position as the chief industrial province of Canada. Already the products of her mills and factories are shipped from coast to coast and are competing to a limited extent in the markets of the old world. But the development of the manufacturing industries of the Province has only just begun. The three factors necessary to the maintenence of this class of enterprise—convenient transportation facilities, cheap and effective power, and supplies of raw material within easy access—she possesses in extraordinary combination. Ontario, with her almost Venetian system of waterways, her unlimited command of hydraulic energy and her wealth of farm, forest, and mine, will at no very distant date take a leading place among the manufacturing countries of the world.

Upper Canada, as this portion of the Dominion was called prior to confederation, occupies a central position among the Canadian provinces. On her east lie the Provinces of Quebec, Nova Scotia, and New Brunswick, while for nearly two thousand miles to westward stretch the farms and ranches of Manitoba and the Territories. The manufacturing portion of the Province is confined almost entirely to the southern district—to what is known as the Ontario Peninsula, a fertile tract of country nestling in an elbow of the Great Lakes system. To the north and west lie some 150,000 square miles of timber and mineral bearing country known as New Ontario. The Province is thus situated most advantageously to be in touch with all parts of the country.

Bounded on all sides, as she is, by the Great Lakes series of waterways, and interlaced by a network of tributary rivers, older Ontario enjoys transportation facilities second to none either in Europe or America. Hers are more than insular advantages. The lighter shipping of the old world passes up the St. Lawrence River past her eastern border and is distributed along her southern confines over the waters of Lake Ontario and Lake Erie. From here connection is had through the St. Clair River and Lake Huron with points to westward and for many miles across the northern coast of the peninsula. The tributary rivers draining this district, which are navigable, or may be made so with a moderate expenditure, are too numerous for even passing mention.

New Ontario extends to an ocean port at James Bay on the north, and lies along the full stretch of the northern shore of Lake Superior. Before many years are passed it is within the range of possibility that the canals connecting these greatest of inland seas will be deepened to allow the Atlantic liners to unload their cargoes in the very heart of Canada.

Besides her system of waterways Ontario is already traversed in all directions by lines of railway. The Provincial and the Dominion Governments, in an effort

to open up the country, have pushed railroad construction even beyond the actual needs of the present population. The result is, that the whole country is ready to spring into commercial life with the inrush of the settlers who are now pouring across her borders. Ontario has at the present time over 7,000 miles of steam railway in actual operation, and will soon have very many miles more. The principal, but by no means the only lines now open, are the Grand Trunk and the Canadian Pacific Railways. Both give independent connection with the Atlantic Coast and have extensive ramifications in the other provinces and in the United States. The Grand Trunk Pacific will pass across the northern portion of the Province, a distance of over 750 miles, through a vast stretch of fertile territory.

The Provincial Government has now nearly completed a publicly owned railway through the new Temiskaming district. It will eventually be extended to James Bay, thus opening up a direct route from Toronto and from the West to a northern seaport within the limits of the province.

In 1881 there were only twelve miles of railway in New Ontario; when the new railways now under contract are completed, this will be increased to over 1,800 miles.

The Ottawa, Arnprior and Parry Sound Railway runs for 264 miles through the Province from the city of Ottawa in the east to Parry Sound, a port on the Georgian Bay, on the west. It parallels the Grand Trunk and Canadian Pacific Railways to the south, affords a short cut across Ontario, and gives a direct route from the upper lakes to tidal waters.

Some idea of the railway development which is now going on in the Province may be had from the fact that between the years 1898 and 1903 the Provincial Legislature granted incorporation to no less than twenty-five steam railway companies. Recent railroad enactments have steadily progressed towards more complete government control with a view to preserving public rights and removing impediments to commercial enterprise.

The growth of electric railroads during the past few years has been rapid and continuous. Electric cars run through the streets of all the more important cities and towns, and the systems are fast being extended into the rural districts. They not only afford speedy transportation for passengers, but give a connection besides for freight, which bids fair to add greatly to the business prosperity and wealth of the Province.

Naturally the building of so many miles of railroad



(Engraved for "The Book of Canada.") Osgoode Hall, seat of the Law Courts, Toronto.

offers exceptional opportunities for locomotive construction works and the manufacture of all kinds of railway supplies.

Quite as important from a manufacturer's standpoint as shipping facilities is a cheap and effective source of power. Though Ontario is not far distant from the famous Pennsylvania regions, she has herself no coal deposits. She possesses, however, what is possibly even more valuable, an unlimited supply of water power. The same waterways which afford the Province such unrivalled transportation advantages, provide a flow of falling water which may be converted at a minimum of expense into the most convenient form of heat or energy.

At Sault St. Marie a portion of the enormous hydraulic power readily available is being utilized to develop the vast supplies of timber pulpwood and minerals within easy access. Chloride pulp works, nickel reduction works, veneering mills, and a steel plant are now in operation.

Though the two powers mentioned are the most notable in Canada, they provide but a small portion of the hydraulic energy which lies ready for use. The main water-shed dividing the Great Lakes system of drainage from that of the Hudson's Bay, consists in a sharply defined tableland 500 miles in length and 70 miles in width. Its elevation averages about 1,500 feet above the level of the sea, and the descent of the



Lake Superior is 602 feet above the level of tide water, and, as a considerable proportion of the fall takes place at three distinct points in the lakes system, the drainage of half a continent, of some 600,000 square miles of territory, is in convenient form to turn the machinery of hundreds of thousands of factories.

Canada's asset in the rapids of Sault Ste. Marie and the Falls of Niagara rivals in value the mines of the world. It is said that it would take all the coal produced to provide power sufficient to lift back again the water which thunders over the Niagara precipice. The Ontario Government has leased the right to develop 375,000 horse power at Niagara Falls, and three different companies will within the next few months place cheap power upon the market. Their works will cost the sum of $25,000,000. Despite the immensity of the development the water they will use will make no noticeable difference in the appearance of the Falls.

rivers is usually rapid and abrupt and is marked in many places by cascades and falls. Excellent opportunities are afforded for combining this power with the raw material in the neighborhood for the production of all kinds of woodware and pulp. Stamp mills and mining plants can be run with profit by electric energy generated at hydraulic power centres.

Already power is being brought to the towns to the south from the rivers in the northern part of the Ontario Peninsula.

Within a radius of forty miles of Ottawa, the capital of the Dominion, there is 900,000 horse power available at low water, and 3,300,000 horse power at high water. Besides this, the Falls of Ottawa, with the branches of the river in the Mattawa district, are capable of providing something like 150,000 horse power. In the district surrounding Kingston, Trenton,

and Smith's Falls there are over 100,000 horse power securable.

With water power on all hands of a magnitude beyond the range of mental realization Ontario is laden with mineral riches. Her deposits of ore are vast in extent and cover almost the entire list of economic minerals, with the exception of coal. Iron ores of the finest quality occur in great abundance. The ranges may be followed for miles through the district north of Lake Superior, where the deposits form a continuation of the Minnesota vein, which leads the world in the production of iron. At Sault Ste. Marie, where the drainage of the greatest of lakes affords so ample a water power, one company has 4,000,000,000 tons of high class bessemer ore in sight. In the eastern part of the Province there are large deposites of magnetite and hematite, and the establishment of modern blast furnaces at Hamilton, Deseronto, and Midland is leading to their development. So bright in fact are the prospects before the iron industry that furnaces are being opened up at Sault Ste. Marie and are projected at Collingwood, Kingston, and Port Colborne.

A vein of iron pyrites at a point near Kakabeka Falls is being opened to secure material for the manufacture of sulphuric acid.

The most extensive deposits of nickel-bearing ore in the world are found in Ontario. They extend over a wide area north of Lake Huron. The town of Sudbury on the Canadian Pacific Railway is the centre of the industry. The mining operations carried on in the neighborhood of this town furnish half of the world's supply of nickel. Experts who have examined the deposits estimate that there are 650,000,000 tons of ore in sight.

It contains from one and half per cent. to three and a half per cent. of nickel, and from two to four per cent. of copper. At present the copper-nickel matte is shipped to the United States, where the final stages of refining are carried on, but there are indications that the industry will grow to tremendous proportions, and the opportunities for the investment of capital in home production works are exceptional.

Copper is at present produced in Canada chiefly as a by-product of the nickel industry, though the natural facilities for development are unrivaled in the world. A copper-bearing belt is traced from Parry Sound on



(Engraved for "The Book of Canada.")

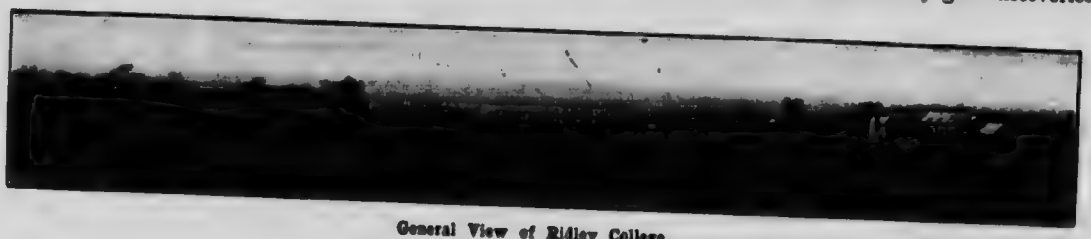
Toronto University, Toronto.

the Georgian Bay to Lake Superior, a distance of over 400 miles. Throughout a territory of an estimated area of 20,000 square miles, there is no considerable portion in which copper-bearing rocks do not occur. One square mile of this country, which includes the Bruce Mines, yielded between the years 1849 and 1876 over $6,300,000 worth of copper. The improved methods of mining and extraction recently introduced, and the more favorable conditions of the market, make the working of the deposits now still more profitable.

Gold mining in Ontario is a new industry, though a promising one. The best known gold-bearing section of the Province lies to the west of Lake Superior, between the lake and the Manitoba boundary, in the Rainy River and Thunder Bay districts. It comprises a parallelogram of country about 250 miles long by 100 to 130 miles wide, a tract of at least 2,000 and probably 3,000 square miles, lying immediately north of the State of Minnesota. A great many gold discoveries have been made within the past few years, and with the advent of capital, and competent management, a considerable number of these will become paying mines.

The production of silver from the mines near Port Arthur amounts to 100,000 ounces per annum.

Among the non-metallic substances Ontario possesses



General View of Ridley College,
St. Catharines, Ontario.



Perth, Ontario.
Population, 4,000.

Perth, the county town of the County of Lanark, is situated on the river Tay, and is on the main line, Ontario Division of the Canadian Pacific Railway. The Tay Canal to Perth opens up a waterway direct via Ottawa to Montreal, and to Kingston in the west, giving splendid shipping facilities for produce of all kinds. Cheese and butter are also largely manufactured, Perth being the centre of a rich dairying country—the sales being about half a million dollars annually. Perth is largely interested in the manufacture of knitted goods, and in the manufacture of felt of all kinds—a new article of manufacture in Canada. Perth offers a fine opportunity to all classes of manufacturers.

the basis of two permanent and important industries in her salt and petroleum wells. The whole shore of Lake Huron from the latitude of Kincardine southward, and for many miles inland, is underlaid by thick beds of high grade salt. It forms the raw material for bi-carbonate for textile industries.

The petroleum industry constitutes at present nearly 55 per cent. of the whole mineral production of the Province. The number of working wells located in the western portion of the Ontario Peninsula, with Petrolia and Sarnia as centres, number about 10,000, and the production amounts to over 600,000 barrels per year.

Natural gas is present in great quantities in the counties of Welland and Essex. The product is valued at $200,000 per annum.

Corundum for emery wheels, graphite, and mica are being produced in considerable quantities in the neighborhood of Kingston.

The price of wild mining land ranges from $2 to $3 per acre according to the distance from a railway, and whether in surveyed or unsurveyed territory. A lease can be obtained for $1 per acre for the first year, and from 15 to 30 cents per year for the subsequent years. Lessees have the privilege during the currency of their lease of purchasing the lands outright, or at the end of ten years, if the rent has been paid and the statutory conditions observed, the land is granted free. The royalties formerly reserved by the Crown have been abandoned.

Among the cities of the Province, Toronto, the seat of the Government, takes the first place both in extent of population and in commercial and manufacturing importance. It is a distributing centre for both the Grand Trunk and Canadian Pacific Railroads, and is situated on an extensive natural harbor on Lake Ontario. Her manufacturing consists in part of machinery, farm implements, articles of iron, leather goods, clothing, musical instruments, and ship building. Toronto is the wholesale and financial centre of the Province.

The city of Hamilton is also provided with a splendid harbor. It is situated at the very head of Lake Ontario and does a large wholesale trade. Stoves, castings, machinery, farm implements, glassware, boots and shoes, and clothing are manufactured.

London is an inland commercial town lying in the centre of a rich agricultural district in Western Ontario. It has a large wholesale trade and also manufactures large quantities of furniture, boots and shoes, machinery and liquor.

Kingston is situated at the foot of Lake Ontario, at the head of the St. Lawrence River, and is therefore important as a shipping town. Vessels built for lake navigation only here transfer their cargoes to the river boats. With the development of the iron industry Kingston has before her a bright future. Her transportation facilities are the best, she has cheap power within easy reach, and the iron ores in the surrounding counties produce the finest of steel.



Main Thoroughfare, Town of Perth.

Among the cities of New Ontario, the sister towns of Port Arthur and Fort William take a leading place through their position at the very head of the Great Lakes navigation, at the door of the Western wheat fields. The grain elevators built in these towns are the largest in the world. About 250,000,000 feet of logs, board measure, are cut every year in the saw-mills of the immediate district. The Kakabeka Falls, only a few miles distant, have a capacity of thirty to thirty-five thousand horse power, and are now being developed.

At Keewatin and Rat Portage immense water power is available for the extensive milling and elevator works, which are the main support of the towns. Many men are employed in the gold mining operations of the surrounding country.



Riordan Paper Co., Merritton, Ont.

The cities of Ontario by no means monopolize the manufacturing of the Province. Even the smaller villages of western Ontario have their flour and saw-mills for the supplying of the local demand.. The products of the village factories are shipped throughout the Dominion and often to other countries. This more primitive scale of manufacturing development gives openings for the independent investment of smaller capital, such as are not afforded in the more thoroughly developed countries.



Steamship of the Niagara, St. Catharines, and Toronto Street Ry. Company's Line.



St. Catharines, Ontario, Branch of the Bank of Toronto, Mr. G. W. Hodgetts, Manager.

The Canadian winter is much to be preferred to the winter weather of the Northern States. We have it cold, sometimes very cold, but we have not the months of alternating mild and cold weather, slushy snow and cold rains, succeeded perhaps by warm, enervating weather which prevails throughout the Northern States.

"Before many years are past, and I believe it will be within our time, England will find that there is a sentiment in trade, and that when two men shake hands over a bargain and both are mutually satisfied, they are better men for making it. So that if England and her Colonies can shake hands over closer commercial relations it will be the beginning of the unification of the Empire, greater, closer, and stronger than we have ever seen before. England, though aged, is not decrepid. She has her watch towers on every continent. We want to blend in one Imperial song the joy bells of a thriving industry, the joy bells of an extending commerce. We say in the loyalty and sincerity of our hearts that it would be a better day for England than ever before when she bound her Colonies by the sentiment of trade as well as by the sentiment of patriotism which follows her sons wherever they go."—Hon. G. W. Ross.



A Type of the High-class Combination Cars used on the Niagara, St. Catharines, and Toronto Street Ry. Line.

The agricultural belt extends across the continent and forms a tract about 2,500 miles long and several hundred miles wide. The area now under cultivation amounts to 32,000,000 acres. There remains untouched an area vastly larger, and virgin land is still to be had in all the provinces, especially in the West. It is difficult, therefore, to assign a limit to Canada's agricultural possibilities.

Robert Simpson Company, Limited.

Essentially a High Class Dry Goods Store.

The Robert Simpson Company, Limited, began with dry goods first in the order of importance, and it is to those stocks which are classed or associated under that head that the weight of prestige goes to-day. And we no class of merchandise are women better judges than of dry goods, and no better judges of dry goods are there than the women who choose, compare, buy, use, and wear dry goods.



want it to be so. The big store which can justly claim supremacy in dry goods, rests on the broad, solid foundation of success, the favor of women.

And this store is a favorite with women. It is a women's store. We consider women as the providers. The great bulk of retail buying is done by women. Therefore we see to it that we please women. And of

We cordially invite any woman interested in high class dry goods to visit the store and make herself thoroughly acquainted with its stocks. Every courtesy will be shown whether purchasing be the object of the visit or not, and we are sure the time will be pleasantly and profitably spent which enables this store to come into closer contact with its customers.

THE T. EATON Co. LIMITED

Is a household word from one end of the broad Dominion to the other. As the sturdy oak develops with each day's sun and strengthens with each combat with the wind, so the firm under consideration, established almost a half a century ago by Mr. Timothy Eaton, developed from the small store day by day, and year by year, until it stands to-day without a peer in the Canadian retail world. It has always been the business policy of this house to work for future trade; that is,—to sell customers goods that warrant them in returning at a later day to repeat their purchases. This method is the true index of eventual stability and prosperity. It insures confidence in the one who buys, and profit to the one who sells. It is equity that engenders reciprocity, and after years of dealing with the people of Canada, THE T. EATON Co., Limited, can feel a certain satisfaction in thinking of its business relations with the people. There are very few residents of this Dominion who are not aware of the greatness of this firm's mail order business, and it is not boasting at all when we say that this company is thoroughly appreciated in its efforts to best serve the citizens of this great country.

An important fact to the people of Canada is that THE T. EATON Co., Ltd., is unusually progressive; not only does it send the various heads of departments to the different trade centres of the old country, but it has established permanent buying offices (manned by Canadians) in London, England, Paris, France, and a native representative in Berlin, Germany. These offices are in close and constant touch with the manufacturers, and are able to properly advise the Canadian buyers when they arrive. This procedure rebounds to the credit of the firm and to the benefit of its patrons. And it need not be said that customers of THE T. EATON Co., Ltd., always depend upon getting the best the market affords and of securing the most appropriate styles in each and every line of goods, for it is a well-known fact to all that it is always in the lead in respect to style and fashion.

In figuring upon the benefits this firm confers upon the trading public, one item is, that it imports direct from the manufacturing mills, thereby cutting out the middleman's profits. It also takes the benefit of all discounts for cash, which accounts in a large measure for the extremely low prices which prevail on all goods it offers for sale. "Goods well bought are half sold," is an old adage, the truth of which this firm realizes.

Of all the benefits, the most important, however, is the firm's large manufacturing business. Although its name is well-known throughout the country as Canada's great aggregated store, it is not generally known perhaps that its manufactories are equally as great.

Finding it could serve the public much better by establishing its own factories, it decided to do so, and to-day it has the most improved and best equipped factories in operation on the continent. Indeed, the factories are so great that they are not all contained in one building, as will be seen by the illustration, although the buildings are all connected by underground tunnels. Here the material that is shipped direct from the looms is received and put through all the newest devices in the shape of machinery to lessen the cost of the article to be manufactured. Expert designers and operators are employed in the different branches, and all the newest styles and patterns are constantly receiving careful attention at the hands of these specialists. Every article manufactured undergoes a thorough test of inspection by expert examiners, in order that the Eaton standard of excellence will be maintained throughout.

In these factories the following goods are manufactured:—

Women's fur jackets, caps, stoles, scarfs, ruffs, caperines, muffs, gauntlets, boas, fur-lined coats and capes.

Women's and misses' suits, dresses, shirt waist suits, coats, raincoats, dress and walking skirts, millinery.

Women's tea gowns, dressing sacques, kimonas and wrappers, petticoats in silk, moreen, sateen, lustre, gingham, etc., waists in silk, sateen, lustre, etc.

Women's white underwear, flannel and flannelette underwear corsets, corset waists, bathing suits, etc.

Women's neckwear and shoulder braces.

Children's carriage rugs, fur caps, fur gauntlets and coats.

Men's and boys' cloth caps for winter or summer in imitation fur or plain goods, military, railway, or special society caps.

Children's and infants' underwear.

Children's dresses, coats, ulsters, and reefers.

Men's fur coats, caps, gauntlets, and collars.

Men's and boys' coats of all kinds, including Prince Albert, full dress, tuxedo, clerical, morning, single, and double breasted sacks.

Men's and youths' coats, vests, pants, overcoats, raincoats, reefers, and fancy vests.

residences in the country are furnished throughout by this firm. A fully furnished home is to be seen on the third floor of its store. Steamboats, yachts, pleasure boats, and sailing vessels are also outfitted.

Much may be said about THE T. EATON COMPANY'S methods of dealing with the public in respect to advertising its goods, but one rule is strictly adhered to throughout the whole store, that is to make no misrepresentations. It believes in the motto of promising less than it can perform, and performing to the very letter all that is promised.



19½ acres of floor space. 5,000 employees.
Store closes daily at 5 p.m.

Boys' coats, vests, knicker pants, fancy coats, overcoats, reefers, overalls, and sailor suits.

Men's and boys' white and colored laundried shirts, flannel and flannelette shirts, also men's overalls, smocks, and working shirts.

Men's and boys' neckwear, all kinds of ties and scarfs.

Sleigh robes, furniture upholstering, window shades, and harness.

Incidentally we might mention that the T. EATON Co. make a specialty of furnishing houses complete with furniture, furnishings, etc. Some of the finest

It is needless to say more about the vastness of this great store. The reason for such marvellous growth is largely due to the firm's determination to serve the people of Canada honestly and well.

It employs no agents, pays no commissions, and offers no inducements other than "GOOD GOODS AT LOW PRICES." Upon this basis it has grown into a great national institution.

"The greatest good to the greatest number" is a motto well worthy of such a firm as

THE T. EATON Co. LIMITED

The Gurney Foundry Co., Limited.



Plant No 1. Stove and Furnace Foundry, Works and Offices, King, Adelaide, and Brant Streets, Toronto, Canada.

A HISTORY of Canadian industries would be incomplete if it did not contain the story of the wonderful growth of the business of The Gurney Foundry Co., Limited.

Canada has grown rapidly, and many of her industries have prospered in proportion. The manufacturers who have studied conditions closely and have guided their business along lines which would make their products fit the varying needs of the Canadian people, have, of course, achieved the greatest measure of success. Among these may be mentioned The Gurney Foundry Co., Limited, of Toronto, established in a small way in 1843, and to-day operating to their fullest capacity the two enormous plants shown in the illustrations.

The heating of the home and the cooking of food are of vital interest to every householder. Health and comfort greatly depend on the perfection of these systems in operation. For over sixty years The Gurney Co. have worked along scientific lines continually improving their apparatus. The climatic conditions and the fuel supply of every district in Canada have been carefully considered, and the best apparatus to meet the cooking and heating requirements has been produced.

The unparalleled success of this concern is in a great measure due to the fact that they have never overlooked the slightest detail which could contribute in any way to the perfection of their products.

They have always made good, honest goods and just what the people of Canada needed. They manufacture the celebrated Oxford hot water and steam boilers and radiators, the demand for which was so great as to make the second plant at Toronto Junction a necessity. These goods are also manufactured in the United States by The Gurney Heater Manufacturing Co., of Boston, Mass.

The Gurney Foundry Co. also manufacture the Imperial Oxford and Chancellor Ranges, one of which is to be found in the majority of Canadian kitchens, and a full line of coal and wood stoves and ranges, gas stoves, oil stoves, warm air furnaces, etc., etc.

The Gurney Foundry, Co., Limited, have distributing centres at Winnipeg and Vancouver. The Gurney-Massey Co., Limited, handling the business in Montreal, and The Gurney Standard Metal Co., Limited, representing them in Calgary, Alta.

Their unbounded faith in the future of Canada is evidenced by the enormous capital invested in plant and machinery.



Plant No. 2.—Boiler and Radiator Foundry and Works, Toronto Junction, Canada.

The Standard Silver Company, Toronto, Canada.

The premises of the Standard Silver Company, an illustration of which is shown herewith, have as complete and perfect a plant for the manufacture of silver goods as can be found on the American Continent.



Standard Silver Company, Toronto.
Factory, Warerooms, and Offices.

There are establishments in the United States more extensive than this Toronto concern to be sure, but none there are having better facilities, nor in fact, turning out any superior goods, while on the other hand the cheap and inferior article so common on the other side constitutes no part of the product of this Canadian factory.

The Standard Silver Company is located at 35 Hayter Street, Toronto. The company safeguards the customers with a guarantee on all products, which means effectively that no inferior plated ware is turned out of this establishment. Its success and good name has been built up solidly and thoroughly through this policy. There is an abundant opportunity to misrepresent in this particular line of merchandise, as in many ways an inferior article can scarcely be distinguished from the best grade; wear tells the story in the end, and for this reason the Standard has stood the trial, and its products found as represented through the test of time.

Canada has in a great measure been accustomed to importing her silver ware, thinking perhaps that more beautiful designs and more modern ideas are worked into the imported article, this, however, is a mistake, and those of her citizens who are given to watching the trend of affairs, and have the public-spirited idea of patronizing the home product, have learned that in the question of silverware, particularly, there is nothing gained, and in fact, much to be lost, in looking beyond the splendid and thoroughly modern product of this up-to-date manufacturing establishment, which is making such an enviable name for itself right here in our midst.

We take considerable pleasure in presenting herewith, in addition to the illustration of the building, a photograph of the President and Managing Director of the company, Mr. W. K. George, who, in addition to other honors, has the distinction of being this year (1905), the President of the Canadian Manufacturers' Association, which association embraces the principal manufacturers of the Dominion, and is in the strife for recognition of all things Canadian, and is doing so much to bring the attention of the Mother Country to the admirable advantages possessed by her premier colony.



W. K. George.
President and Managing Director.

Herbert Hale Williams.

Toronto real estate within the past few years has experienced a remarkable increase in value. It is not what would be termed high even yet, although on a much more substantial basis than at any time in the city's history. Investments are yielding comfortable returns; the demand for good homes by a prosperous city is so steadily increasing that prices have the indication of being far below what may ultimately be expected, and Toronto property can only be regarded as one of the most certain and substantial investments



Mr. Herbert Hale Williams.

possible to secure. The purchase of real estate, either for actual use, for an investment, or for speculation, is often jeopardized by the lack of knowledge or experience on such matters by the purchaser. Experience and knowledge of the highest order should be obtained. The best broker should be consulted before investing, and thus many unfortunate transactions are avoided. The selection of the broker is of as much importance as the choice of investment. Standing at the head of the real estate brokerage business in the city of Toronto, Herbert Hale Williams is a noteworthy instance of what Canadian enterprise, combined with integrity, ability, and determination can accomplish for a young man in this country. Herbert Hale Williams was born in Toronto on September 21st, 1862. His father, Henry Bert Williams, coming to Canada from Glamorganshire, Wales, was established in business in Toronto for many years. Completing his education at an early age, young Williams was employed by one of the largest firms engaged in the lumber, timber, and building trade in his native city. With this firm he gained an extensive experience and expert knowledge of these industries, which has proven of invaluable service to him in the exercise of his present profession as broker and dealer in and manager of real estate. This experience has also given him an undeniable advantage over the majority of his competitors as a proficient and reliable valuator.

Finally Mr. Williams in 1886 launched out in business on his own account, establishing himself in Toronto, as a real estate broker, undertaking insurance, loans, the sale and management of estates, and every branch of the real estate business. Starting without a single client, Mr. Williams speedily demonstrated to his fellow-citizens and the public that he was specially qualified to skillfully handle each and every one of the lines of business he professed to undertake. His business steadily, yet rapidly, expanded, more than doubling itself every year, until it has reached its present vast proportions. Up-to-date, yet conservative in his methods, Herbert Hale Williams has developed his enterprise, until it is without doubt the most important real estate brokerage concern in the city of Toronto. He deals very extensively in high class and indeed every description of property in that city and vicinity, the large volume of business transacted taking the energies of a numerous staff of clerks and assistants. He has reliable correspondents in Montreal, Winnipeg, New York, Boston, Los Angeles, Kansas City, and all the principal cities and towns throughout the Dominion and United States. He effects insurances on all kinds of property, and possesses unequalled facilities for investing trust and other funds on desirable security with an ample margin, and relating to this branch of Mr. Williams' business a great factor in his success has been his unerring expert judgment of real estate values, unbiased and honest opinions, and his keen desire to protect the interests of each and every one of his clients, in either separate, joint, or mutual transactions.

As an arbitrator in settling all disputes concerning real estate transactions, he is in great demand, while rarely is a valuation of any important piece of city property completed without Mr. Williams' expert services being enlisted.. His management of estates has earned for him an enviable reputation, and in every instance there is great improvement in the condition of and increased revenue speedily derived from all properties placed under his care. His commodious and convenient offices are at Nos. 6, 8, and 10 Victoria Street, Toronto, and fitted with the most modern appointments and facilities for conducting an up-to-date real estate business.

Herbert Hale Williams has devoted his whole time, energies, and abilities in the development of his business, and as a gratifying result he has become the most prominent man in his profession in his native city of Toronto.

Eastmure and Lightbourn.

(Now Eastmure and Lightbourn, Limited.)

The firm of Eastmure and Lightbourn occupy a prominent place in Toronto insurance, financial, and commercial circles. Among the more important enterprises under their active management are the Ontario Accident Insurance Company, Lloyds Plate Glass Insurance Company, of New York, the Registry Company of North America, Limited, and the Queen City Plate Glass and Mirror Company, Limited. In addition, Messrs. Eastmure and Lightbourn carry on business as Administrators, Financial, and Estate Agents, and also have extensive fire and general insurance connections with the Caledonian and other companies. The members who constitute the firm are



Mr. A. L. Eastmure.
Vice-President and Managing Director Ontario Accident Insurance Company.

Mr. Frank J. Lightbourn.
Secretary Ontario Accident Insurance Company.

Arthur Lionel Eastmure and Francis Joseph Lightbourn, who established their now extensive business in June, 1890, both gentlemen having had many years experience in similar business enterprises, which qualified them as experts in the different important branches their firm now undertake, manage, and carry on.

Messrs. Eastmure and Lightbourn have erected a fine office building, equipped in the most up-to-date style, with every modern convenience, on Adelaide Street, Toronto. Here are situated the firm's excellently appointed offices, possessing every facility for the transaction of the large volume of business passing through their hands. It will be well to deal more particularly with the status of the four important companies under their management.

The Ontario Accident Insurance Company, with an authorized capital of $500,000, has powers which, in addition to the transaction of personal accident, sickness, employers, elevator, general and public liability, and workmen's collective insurance, include the granting of indemnity for loss of, or damage to, personal property, except plate and other glass, from any cause whatsoever, fire and perils of navigation excepted. The company was the first Canadian office to undertake sickness insurance in the Dominion, the first to pay indemnity for illness or disease arising from [illegible] cause, and at present is the only company in the country granting insurance against property damage.

Lloyds Plate Glass Insurance Company of New York. This company's deposit in the hands of the Receiver-General at Ottawa for the special protection of Dominion policy holders exceeds $70,000, and consists exclusively of high-class Canadian Government and municipal securities. In May, 1896, the company took over by purchase the plate glass insurance branch of the Steam Boiler and Inspection Company of Canada, head office, London, Ont.; and in January, 1898, also acquired the business and good will of the Montreal Plate Glass Insurance Company of Montreal.

The Registry Company of North America, Limited, is authorized to carry on a general business of registration, identification, and temporary care in respect of persons or property, such as the identification of signatures and temporary care of papers, or the identification of persons at banks or other places. It renders useful service in the recovery of articles easily lost, such as keys, umbrellas, etc.

The Queen City Plate Glass and Mirror Company's premises comprise factory, warehouse and business office, at 243-245-247 Victoria Street, Toronto. This company handles everything in its line and carries always a large stock of sheet glass for window and other purposes in all sizes; also plate, bent, colored, chipped, and figured glass of high quality and artistic designs. It manufactures British, German, and Shock mirrors to any size and in any quantity.

All desiring to avail themselves of the advantages offered by these companies may rely upon receiving prompt attention by communicating with this well known firm, which has lately been granted incorporation as a limited liability company, with a capital of $100,000.00.

Noel G. L. Marshall.

Noel G. L. Marshall, President and General Manager of the Standard Fuel Company, of Toronto, Limited, a firm rapidly coming to the front in the coal



trade of Canada, is a well-known figure on the streets of Toronto. President of the National Club, member of the Council of the Board of Trade, he is ever ready to interest himself in any matter for the advancement of business and the welfare of the citizens at large.



The Head Office of the Bank of Toronto, at the corner of Wellington and Church Streets, Toronto.

This building was erected in 1862, in what was at that time a central location, and at the time of erection it was regarded as the finest finished banking office in the city or province. The Bank has recently purchased a property on the corner of King and Bay streets, on which to build new and larger offices to accommodate its rapidly increasing business.



William C. Brent.

The question is often asked: "What is a Municipal Debenture?" It is simply the legal note or promise to pay of a municipal corporation, such as a city, town, county, township, or village. The obligation is secured by an annual tax levy on all the rateable property of the municipality.

Mr. Wm. C. Brent, of Toronto, is an expert judge of these valuable securities, having devoted his entire business career to this special line of work. He is a thorough believer in municipal debentures, maintaining that they invariably afford the investor: 1st, absolute security, 2nd, good interest return, and 3rd, prompt payment of interest and principal.

There are many persons who have never invested in municipal debentures, perhaps who never have taken sufficient interest in this particular class of security to examine it carefully, perhaps no one has called attention to its advantages. Mr. Brent possesses unexcelled facilities for handling investments of this character.

His offices are at 70 Canada Life Bldg., Toronto, and he will be pleased to hear from and give full information to investors who are seeking absolute security for funds at a reasonable rate of interest.

His registered cable address is "DEBEDENT," Toronto.



CHAPTER XIII.

OTTAWA.

OTTAWA, as the political capital, occupies such a prominent place in the eyes of Canadians and of those interested in Canada, that the importance of the city as an industrial and commercial centre is almost lost sight of.

The average Canadian who has not had the opportunity to make a close personal acquaintance with the Capital City, imagines that parliamentary oratory and legislation are the principal products of Ottawa, and it is a remark often heard in more boastful cities, that if the parliament buildings were taken away from Ottawa there would be nothing left. There being so much misconception in Canada as to the commercial and industrial importance of Ottawa, it is not surprising that it extends to the Mother Country and to foreign countries.

As a matter of fact, according to the last Dominion census (1901), Ottawa stands in point of population fourth among the cities of Canada, having a total population of 59,928, as against 52,634 for Hamilton, 42,340 for Winnipeg, 40,832 for Halifax, and 40,711 for St. John, N.B., the cities which come next in order in the list.

And the growth of population has been exceptionally rapid and is maintained. The increase in population during the decade between the two last censuses was 15,764, or thirty-five per cent., which is a greater ratio of increase than shown by any other city in the Province of Ontario. According to municipal data the population of Ottawa at the end of 1904 was 63,234, and if to this were added the populations of the adjacent suburbs, and of the city of Hull on the Quebec side of the Ottawa, with which the Capital City is connected by two street car lines, the community living within the sound of the noon-day gun on Parliament Hill must number at the least 100,000 souls.

And it is not in population alone that Canada's Capital City is increasing. During the past five years its imports have increased by no less than two hundred and fifty per cent.

Ottawa may be said to have owed its foundation to the construction of the Rideau Canal, a work undertaken and carried through for military rather than for commercial purposes. The St. Lawrence is the natural and most direct line of communication between Montreal and Lake Ontario, but the events of the war of 1812-14 showed the necessity for providing an alternate route, in military phraseology, an interior line of communication. The St. Lawrence proved a particularly vulnerable route, for it lay, for a considerable distance, along the very frontier of the hostile country. Strategists saw that if this most dangerous part of the most natural line of communication to the great lakes could be avoided, and if an interior line, outflanking the dangerous section, could be devised, that much would be accomplished towards providing for the defence of inland Canada from future invasions from the United States. The subject was most carefully considered by the British military authorities, the opinions of the Duke of Wellington and Sir John Burgoyne, among others, being obtained. The best line

for the proposed interior route of communication between Montreal (the then military headquarters) and the lakes, was decided to be via the Ottawa River and the Rideau River and lakes to Kingston, where the outlet into Lake Ontario would be under command of that fortress. In 1824 the Imperial Government offered to assist the Provincial Government of Upper Canada to construct the necessary canals to connect these waterways. The Provincial Government declined to act, and, in 1826, the Imperial Government began the work itself, the corner stone of the canal locks being laid with some ceremony by Sir John Franklin, the heroic Arctic explorer, in August, 1827. Already the obstacles to navigation in the Ottawa below the site of the future city had been overcome by the construction of the Grenville and St. Anne's Canals.



(Engraved for "The Book of Canada.") Ottawa, with the Rapids and Hull in the distance.

The Rideau Canal was completed and opened in 1833. There are thirty-four locks between Ottawa and Rideau Lake, representing a rise of 282¼ feet in 87¼ miles, and there are thirteen locks with a fall of 164 feet in the 38 3-4 miles between Rideau Lake and Kingston. The work cost the Imperial Government $4,038,871.

This great work was in charge of Colonel By, of the Royal Engineers, and when he and his staff arrived at the site of Canada's future capital, which was selected as the headquarters of the works, the place was practically a wilderness, there being three or four scattered residences in the vicinity. One Caleb Bellows kept a small store and a dock, at what was known as Bellow's Point, for some five years previously. A tavern was also kept by Isaac Firth at the Slides Bridge, and Nicholas Sparks, a name which remains to this day, resided, according to tradition, on the site of what is now the principal market place. This pioneer had arrived in the vicinty some ten years previously, and engaging as a farm hand, with Philemon Wright, a pioneer of a yet earlier day, in what is now the County of Ottawa, in the Province of Quebec, had by dint of thrift and industry acquired land in the township of Nepean.

Within a year of the coming of Colonel By, his engineers and workmen, a great change was witnessed. A village was established, and before long little residences appeared on the picturesque elevation which is at present the site of the Parliament Buildings. The settlement gradually extended, and the value of land rapidly increased. Nicholas Sparks, from being a farm laborer, rose to be a wealthy man. Still, when the canal was completed there were only 150 houses in Bytown, as it was then called. In 1852 there were some sixty stores, seven lesser schools, a grammar school, three banks, three insurance offices, three newspapers, and a telegraph office in the place, besides, of course, private residences. Bytown was incorporated in1847, with a population of 6,000. In 1854 the population had swollen to 10,000, and the old Bytown was incorporated as the City of Ottawa.

A rapid development has taken place since that date, for, to-day, Ottawa, as previously stated, is the fourth largest city of Canada, according to the census of 1901, while the aggregate wealth has increased in even greater ratio during these years, until the city stands in the front rank of Canadian municipalities. The assets of the city amount to $2,611,500, and the value of the

total assessment is $33,002,542. The value of exemptions is $17,545,225, of which $11,000,000 represents the value of the government buildings. The value of new buildings erected during the year 1904 was $1,126,400.

The most momentous event in the history of the city was the removal thither of the seat of government. After the burning of the old Parliament Building in Montreal, the Canadian Parliament adopted a perambulatory system, sitting in turn at Quebec and Toronto. This proved a most unsatisfactory system, and provoked much ill-feeling of a sectional character.



(Engraved for "The Book of Canada.") The Rapids at Ottawa, with the Parliament Buildings in the distance.

It was in 1857 that the old Parliament of United Canada, dissatisfied with the system of holding the legislature meetings alternately in Toronto and Quebec, and unable to come to any agreement on the subject, asked the Queen to select a place as a permanent Capital. The governor, Sir Edmund Head, recommended Ottawa, and Her Majesty approved the choice. But there was keen disappointment among some politicians over the choice, Montreal, Kingston, Quebec and Toronto were candidates for the honor, and Ottawa was chosen as a compromise. But the legislature divided on a vote on an address asking Her Majesty to reconsider her decision, and this resulted in the resignation of the Government of the day. The Brown-Dorion Government was then formed, but went to defeat on the Capital question within forty-eight hours. The governor refused a dissolution, and Sir George Cartier and Sir John A. Macdonald formed the Cartier-Macdonald Government. In 1859, when the legislature met again, the speech from the throne said that the choice of a Capital would not be reconsidered, and, although the House made an attempt to override this, it was unsuccessful, and a sum of $1,125,000 was voted for the construction of the Parliament Buildings on the magnificent site on the bluffs. The plans of Fuller and Jones for the Parliament Building, and of Stent and Lavers for the eastern and western blocks, were accepted, and the contract awarded to Thomas McGreevy for the centre block at $348,500, and to Jones, Haycock and Clark for the departmental buildings at $278,810.

The corner stone of the Parliament Building was laid on September 1st, 1860, by the Prince of Wales, now King Edward VII., who was then on a tour of Canada and the United States, the ceremonies being grand and imposing.

It was on July 19th, 1866, that the parliament of Canada first convened at Ottawa, and at the first ses-

sion the legislature approved of the resolutions favoring confederation, which were afterwards incorporated by the Imperial Parliament into the Confederation Act of 1867, and which went into effect on July 1st of that year.

The Government Buildings on their splendid site, have attracted the attention of thousands of visitors, who are delighted with the glorious prospect, the purity of the Gothic architecture of the buildings, and the spacious well kept grounds, making an ensemble of which every Canadian is proud. Several additions have been made to the original buildings. The parliamentary library, a circular building, constructed after the plan of the British Museum, is considered to be, architecturally, one of the most perfect buildings in America, and its collection of books is worthy of the position of the institution as the Dominion's national library.



John R. Reid, Esq., President of the Ottawa Board of Trade at the Fifth Congress.

Between 1873 and 1878 the Mackenzie tower and the addition to the western departmental block in which it stands, was erected under the tenure of office of Hon. Alexander Mackenzie, the cost being $462,247. Then in 1882 the Langevin block was commenced, and another imposing building added to the departmental blocks. Still there is not accommodation for the business of the government in the departmental blocks, and there are numerous buildings about the city leased or owned by the Dominion, and last year it was decided to erect a splendid building to be known as the Victoria Memorial Museum to house the museum of the Geological Survey, the infant National Art Gallery, etc. A site has been purchased at a cost of $70,000, and the contract for the construction of the building let. The construction of another huge departmental block on Wellington street has also been advocated, but the cost of land purchase has been a serious obstacle. Certainly additional structures of this character will be constructed within the next few years.

The principal show part of the Federal buildings is the central block or Parliament House, where are the chambers of the Senate and House of Commons, lofty apartments 82 x 45 feet, and decorated and upholstered respectively in red and green, after the style at Westminster. The chambers are of imposing appearance, and at the opening and closing of each session the Red Chamber is the theatre of a magnificent spectacle when the Governor-General attends in state, escorted by cavalry, received by a guard of honor, and waited on by a brilliantly uniformed staff of aides-de-camp, dignataries of State and parliamentary officials, to conduct the formal ceremonies, which are almost a duplication of the ancient, quaint, but historical and richly symbolical ceremonial observed on similar occasions in the ancient halls of Westminster. There have been many tributes to the beauty of the Parliament Buildings and their surroundings put on record by distinguished visitors, none perhaps being more to the point than that of Anthony Trollope, who stated:—"I have no hesitation in risking my reputation for judgment in giving my warmest commendation to them as regards beauty of outline and truthful nobility of detail. I know no modern Gothic purer of its kind, or less sullied with fictitous ornamentation, and I know of no site for such a set of buildings so happy as regards both beauty and grandeur."

Rideau Hall, the official residence of the Governor-General, is situated in a pretty natural park, commanding a view of the Ottawa River, at a most picturesque point, a mile or two below the city. It was built as a residence by the Hon. Thos. McKay, one of the contractors engaged in constructing the Rideau Canal in 1837. The Rideau Hall is rather a comfortable home than a pretentious show place, and as a building is unworthy of its present exalted position.

Ottawa is a great industrial centre, the headquarters of the vast lumber trade of the Ottawa and its tributaries. In the lumber yards of the city's great mills there is always a stock of lumber, estimated at 125,000,000 feet. A number of great saw mills, one being the largest in the world, cluster about the Chaudiere Falls, at the upper part of the city, some of them employing over one thousand men. The extent of the lumber trade of this region, of which Ottawa is the centre, may be estimated by the fact that during the past sixteen years an annual average of 3,785,000 pine logs have passed down from the Upper Ottawa and its tributaries. According to the census returns Ottawa has 221 industrial establishments, representing an aggregate capital of $13,083,790, giving employment to 9,353 persons, paying out annually in salaries and wages, $3,153,304, and turning out manufactured products to the value of $10,885,748 a year.

And industrial Ottawa is destined to witness a marvellous development in the near future.

A short time ago an examination was made by the Ottawa Board of Trade into the resources of the region tributary to Ottawa. Estimates were obtained from surveyors, engineers, mill owners, and others possessing

full knowledge. It was found that within a radius of fifty miles there was an available power of water equal to nearly 900,000 horse power, the Ottawa supplying 664,000 horse power, and its tributaries 226,000 horse power; those on the Ontario side contributing 40,000 horse power, and those on the Quebec side 186,225.

This estimate is based upon a low average of water obtainable throughout the year.

At the sources of the twelve or fourteen rivers, which together aggregate the 900,000 available horse power mentioned, are great lakes that can be converted, by the construction of retaining dams, into immense reservoirs. Estimating the cost of electrical energy generated by steam on a basis of $25 per horse power per annum, the employment of a force of 900,000 horses would involve an expenditure of $22,500,000. Estimating the cost of the same power evolved by water at $10 yearly, the saving effected by the employment of the falls and rapids around Ottawa would be $14,500,000.

This power is all within such easy distance of the federal capital, that it can be centred in Ottawa over a comparatively small number of miles of wire with a loss of only 8 to 10 per cent. in efficiency.

The city is also the centre of a considerable and rapidly developing wholesale trade. Ottawa is also the seat of a thriving university (founded in 1848 by Bishop Guigues, first R.C. Bishop) and a normal school, and possesses many minor educational institutions and a goodly proportion of locally supported and well maintained charitable ones, which are doing a noble work.



(Engraved for "The Book of Canada.") **Lumber Piles and Barges at Ottawa.**

The Capital City of Ottawa is pre-eminently beautiful, and a charming place to live in. The scenery of the surrounding country is in itself a delight, and equally delighted are the imposing public buidings, the numerous well-kept public grounds and parks, handsome homes, trim avenues, shady boulevards, and well-kept lawns of the residential districts. The beauty and extent of the higher class residential districts is a source of surprise to all who have not been directly familiar with the rapid growth and improvement of the city during the past ten years. The large proportion of commodious handsome dwellings, the residences of the

great lumber kings of Canada, is remarked by every visitor, and also the metropolitan appearance of the main business thoroughfares. Beautiful as the natural site of the city was, man has done and is doing much to improve it. Municipal authorities and private citizens are doing their part, and during the past few years they have had the powerful and active support of the Dominion Government. In pursuance of the desire of the government, as expressed by the Prime Minister, Sir Wilfrid Laurier, to assist in making Ottawa, so far as attractiveness and imposing appearance are concerned, "The Washington of the North," a commission has been formed to assist in beautifying the city. Much good work has already been done, including the enlargement and beautification of parks and the construction and embellishment of a charming driveway or boulevard connecting Rockliffe Park in the east end of the city with the Government Experimental Farm, just beyond the city's western limits. The Ottawa Improvement Commission began work in February, 1900, and up to the end of 1904, $390,926 of Dominion Government money had been expended in beautifying the city, and it has certainly been most judiciously expended. Several private citizens have demonstrated their municipal spirit by devoting free of cost, valuable private property to the Commission.

There is something else besides the beauty of the city which makes Ottawa an attractive place of residence. Thanks to the presence of the Vice-Regal Court, to the official functions at Parliament House, and to the existence of a statutory and binding, if somewhat defective, table of precedence, society in the Canadian Capital is organized and regulated to an extent which does not prevail anywhere else in America. Social position depends less upon the mere possession of money in Ottawa than in any other city on the Continent. Brains and eminence in the public service of the country count for much, and place many excellent men in social positions where they have exercised and still do exercise a leavening influence upon local society. So Ottawa society is peculiarly attractive, and Ottawa is drawing to itself every year families of wealth and refinement, who having acquired ample means, are desirous of establishing homes for themselves and their dear ones amid congenial surroundings.

During the parliamentary session the social season at Ottawa attains its zenith, but at all times, except perhaps in midsummer, society at Canada's gay and pretty capital is characterized by a brilliancy and an activity which are unequalled elsewhere. Rideau Hall, with its official state functions and its informal "parties" of various kinds is, of course, the centre of social activity and the model by which society at the Capital attempts to guide itself; but the entertainments of the Cabinet Ministers, of the Speakers of both Houses of Parliament, of the higher public officials, and of many eminent private citizens, are all characterized by a combination of hospitality and courtly refinement which is very charming to the visitor, and which is peculiar to the social atmosphere of Ottawa.

John R. Booth.

Mr. John R. Booth, of Ottawa, manufacturer of lumber, timber, and pulp, has the distinction of being acknowledged as the lumber king of Canada. He is probably the largest landed proprietor in the world, being the sole owner of 4,250 square miles of timber limits—sufficient land to make a strip a mile wide reaching across Canada from the Atlantic to the Pacific. His big saw mill at the Chaudiere Falls in the city of Ottawa is said to be without its equal as to



John R. Booth.

capacity. Equipped with the most modern machinery, this vast plant will cut from six to eight hundred thousand feet of lumber in twenty hours. Besides the lumber mill, the Booth plant at the Chaudiere includes a large pulp mill, where spruce and tamarac blocks are converted into paper pulp. An immense extension at present being made to the plant includes a modern paper mill. The mills are in operation day and night, a gang of 2,000 men being employed in the mills, and an army of 4,000 in the woods. Mr. Booth, who is a Canadian by birth, having been born at Waterloo, Quebec, April 5, 1827, is in many respects one of the most remarkable men Canada ever produced.

Canada wants men and women, but she aims at securing for her fertile plains and valleys the very best that can be got in the emigration mart.



Woods Building, occupied by Woods, Ltd.

Woods, Limited.

In 1896, Mr. J. W. Woods laid the foundation of the business of Woods, Limited, which has grown into one of the largest and most important industries carried on in the Canadian Capital. The chief articles manufactured are lumbermen's supplies of all kinds, and in the best grades, and every variety of tents and awnings. So rapidly has this business developed and its reputation grown, that it became necessary to erect the fine seven-storey structure now occupied by the Company in Slater Street, Ottawa. It is a solidly-built brick building, especially designed for the Company's work, occupying 158 by 70 feet, and has a beautiful stone front of elegant design and workmanship. Part of the building is occupied by the headquarters of the Militia Department of the Dominion Government, the remainder being occupied by the Company's offices and factory. The building is fireproof throughout. Special non-absorbent duck is woven by the Company for exclusive use in their manufacture of tents, tarpaulins, and awnings. It is used by the Canadian and British Governments, and also by the largest railroad contractors in America. The splendid reputation for quality, strength, durability, combined with reasonable price, borne by the manufactures of Woods, Limited, have undoubtedly been the foundation of what has become one of the most successful business enterprises developed in Canada during the past decade.

The Ottawa Electric Company.

Consolidating three old companies, the Ottawa Electric Company was incorporated in 1894 for the purposes of supplying electricity for light and power, with a capital of $1,500,000, one million dollars in shares and half a million dollars in bonds. At present the company's installation consists of 137,393 incandescent lights, 1,146 arc lights, 33 electric heaters, and 194 motors. Water power is used to create a generating capacity of 4,000 horse power, with a steam auxiliary station of 1,000 horse power. Mr. Thos. Ahern is President, Mr. F. P. Bronson, Vice-President, Mr. A. A. Dion, the General Superintendent, and Mr. D. R. Street, the Secretary-Treasurer, of this very important corporation.

Ahearn and Soper, Limited.

This electrical engineering and manufacturing business was established in 1882 by Thomas Ahearn and Warren Y. Soper, with offices on Wellington Street, which have since been removed to Sparks Street, Ottawa. The capital stock of the company is $500,000. The annual output of electrical material manufactured reaches the average value of $200,000. The company also represent in Canada the Gamewell Fire Alarm Telegraph Company, Rushmore Dynamo Works, and Kelvin and James White, Limited. Ahearn and Soper, Limited, have done much toward the development of the electrical instalments of the Capital city for the past twenty years.

The Ottawa Carbide Company, Limited.

Until about fifteen years ago, carbide of calcium was a chemical curiosity; it is now a world-wide commercial article, and its product, acetylene gas, is widely known and used. The Ottawa Carbide Company operate not only the largest carbide manufacturing plant in Canada, but one of the largest in the world, and the product of its factory bears an enviable reputation in home and foreign markets for its high grade and uniform quality. Practically all sales of carbide are effected through correspondence, and any enquiries addressed to the Company at Ottawa will be promptly responded to.



Gilmour and Hughson, Limited.

A Great Lumber Firm which owns vast Water Powers and an Inexhaustible Supply of Pulp Timber.

This is among the oldest existing companies doing a lumbering business in Canada. It was begun by the grandfather of the present John Gilmour, in about the year 1839, and existed as Gilmour and Co. until about 1891, when the present company was formed by Ward C. Hughson buying out the other interests. Mr Hughson is the eldest son of the late John C. Hughson, who began lumbering at Peterborough about the year 1855, so that the history of the present owners and their predecessors goes back over a long period of continued successful operations as lumbermen, and one having attached to it an honorable record. This Company is not only widely known, but its product of manufacture is most highly esteemed both in England and the United States.

Gatineau timber, where white pine is used, is considered of the finest kind, and the name "Gilmour Deals" is one with which to conjure.

This Company's timber is for the most part on the Gatineau River and its many tributaries, though a portion lies on the Coulonge waters. They control some 3,500 square miles of very valuable limits covered with White Pine, Red Pine, Spruce, and a variety of Hardwood.

These limits are an aggregation of smaller limits in many cases separated from one another by large rivers and wide lakes—often by lakes of immense area surrounded by the wildest and most beautiful scenery. In a country well watered, as this is, lumbering is made easy, and particularly the driving of the logs down the stream is facilitated wonderfully, by the great flow of water.

Over such immense territory as 3,500 square miles no man in their employ has ever travelled.

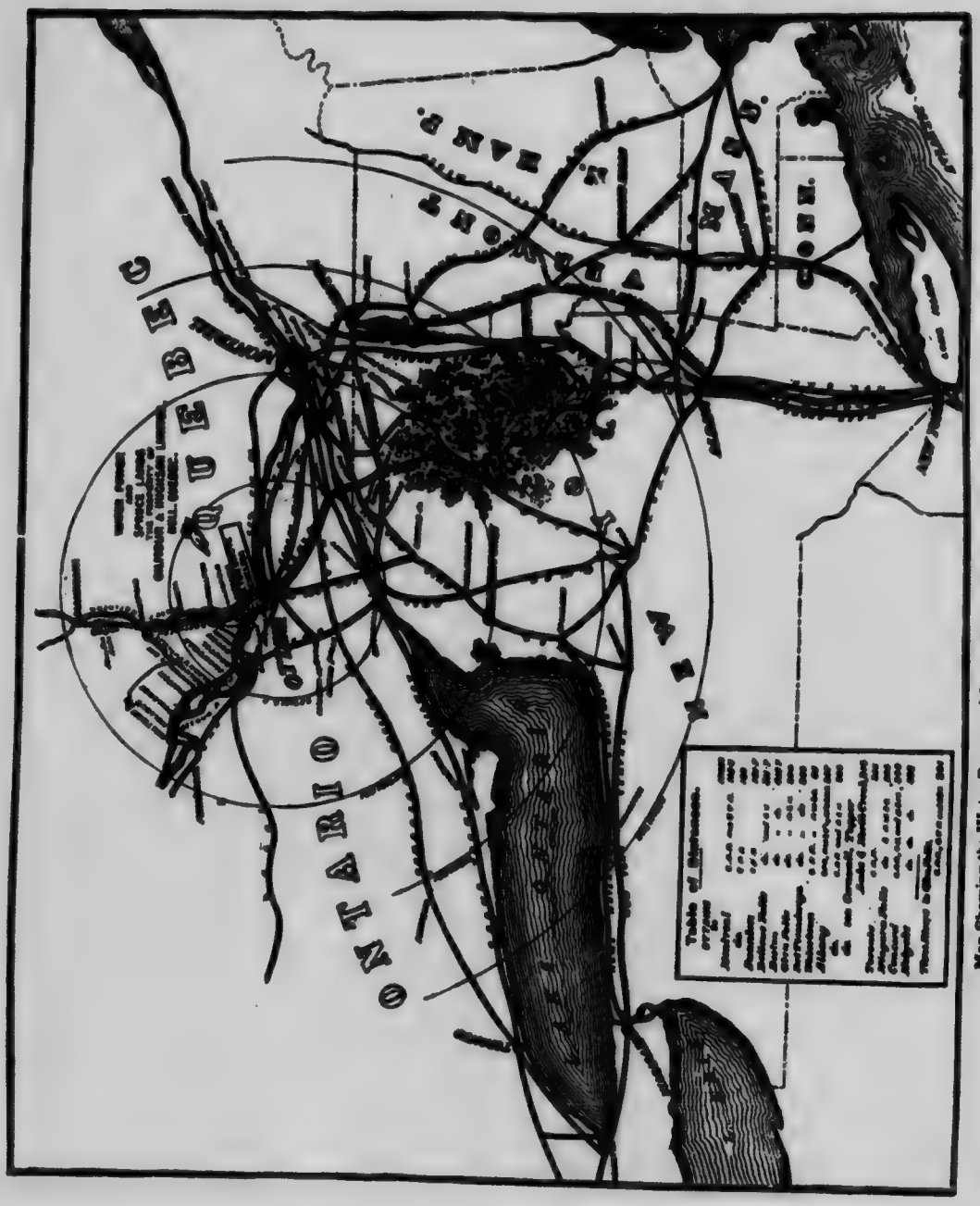
To illustrate this enormous area, let us imagine the limits as beginning at the Atlantic Coast at, say, Portland, Me., and extending the entire distance to the Pacific Coast, one mile in width, or, say, a half-mile wide on each side of the railway throughout that whole distance.

The G. T. Pacific R. R., now in course of being surveyed, will run just to the north of the Company's limits, and will form a ready means of access for both supplies and men.

Over all this territory extends vast quantities of Spruce of the finest quality for pulp and paper uses, that can be worked into the commercial commodity at their great and valuable water powers at Chelsea, near Ottawa, where they own some 1,500 to 2,000 acres along the Gatineau River, from a point about a mile north of the Ottawa River, extending to about ten miles north. This acreage above referred to comprises not only both banks of the river, but also the bed of it, and lying within it are some seven splendid water powers, the greatest of which is at Chelsea, though some of the others are nearly of as great value. It is possible at Chelsea Falls to obtain a head of sixty feet, which, with the immense volume of water flowing, would give 1,000 h.p. to each foot of fall, or a total of some 60,000 h.p. in the one fall at the lowest known pitch of water, truly a wonderful power.

Some of the most eminent engineers, not only of England, but also of the United States, have examined these powers, and have pronounced that at Chelsea to be not only the finest but the most economically to be developed power in the world.

Within the area above described and comprised in some five miles of river there is a total fall of 168 feet, or, with the smallest flow of water, this Company has within its own boundaries some 168,000 h.p.



Map Showing the Water Power and Spruce Lands of Gilmour & Hughson Limited, Hull, Quebec.

The "Ottawa Citizen" Company, Limited.

The *Ottawa Citizen* is the oldest newspaper published in the Canadian Capital, having been established upwards of sixty years ago, in the year 1844. It appears every morning and every evening excepting Sunday, and also is issued in the form of a wide-awake semi-weekly edition.

The morning edition is the only morning daily between Toronto and Montreal. It is finely printed and smartly edited, and consequently has a very large circulation in Ottawa and the surrounding towns.

The *Evening Citizen* was launched in 1897 as the pioneer one cent newspaper of the Capital. From its inception it made tremendous strides, and is now undoubtedly the best afternoon paper in Ottawa. The circulation of the *Evening Citizen* is chiefly local, and goes into the best homes of the city and suburbs. The combined circulation of both papers exceeds 12,000, and for the satisfaction of existing and prospective advertisers, circulation books are always open for their investigation. The advertising rates are reasonable, looking at the extent of the circulation, the minimum rate being thirty-five cents per inch which includes insertion of advertisement in both the morning and the evening editions.

An accepted fact, and one of the established and recognized truisms of newspaperdom and the world of advertising, is that the newspaper which carries the greater portion of the "want advertisement" business of its district, leads in circulation, and is assuredly the best result-getter in its own constituency. The *Citizens* print more "want advertisements" than all other Ottawa papers combined, and yet a rate of one cent a word pays for insertion in both papers.



The "Ottawa Citizen" Office.

The *Twice-a-Week Citizen* circulates through the homes of 8,800 farmers in the surrounding counties, and is, therefore, an exceptionally valuable advertising medium.

Liberal-Conservative in politics, the *Citizen* is owned and directed by Southam, Limited, which company also controls the Hamilton *Spectator*, as well as large general and ticket printing houses in Montreal and Toronto. Southam, Limited, is the corporate name of a company comprising William Southam, of Hamilton, and his six sons. William Southam is the President of the Ottawa Citizen, Wilson M. Southam the General Manager, and Harry S. Southam the Secretary-Treasurer.

Although the city of Ottawa is dealt with elsewhere in this work, the *Citizen*, which has grown with the expansion of the Capital to its present dimensions, is naturally desirous of emphasising the advantages derivable from a residence or settlement in its home city, from a social, commercial, or manufacturing standpoint. From the last two points of view, the profitable advertising of a business must be considered, as well as a desirable location, and the *Citizen*, therefore, lays especial emphasis on the following advantages to be enjoyed by those desirous of settling in the Canadian Capital.

Ottawa, being the capital, attracts the leading families of the Dominion. Moreover, the Government officials make their home in the city. The population within three miles of the City Hall is about 100,000. There are twenty banks, all well capitalized, and nine railways entering the city, having three railroad stations, with one hundred and ten daily trains. There are eighteen public, twenty separate, three parochial and four business schools, besides seminaries and model schools, which show the intelligent progress of the younger element of the Capital City.

The assessments, all told, are $33,002,542, and every month the Government pays over $100,000 to its employees, which is mostly spent in Ottawa. Just across the river there is the famous little manufacturing town of Hull, with a population of over 16,000.

The manufacturing resources in and surrounding the city are comparatively undeveloped, and when it is realized that there can be harnessed, within less than a forty-mile radius of the city, water-power to the extent of nearly one million horse power it is difficult to predict how great will be the city on the banks of the Ottawa River twenty-five years from now.

The *Citizen*, as a newspaper, has vast responsibilities bound up in the present and future of the Capital City of the Dominion.

The International Portland Cement Company, Limited.

One of the most important industries established in or near Ottawa of late years is the International Portland Cement Company, Limited. It is the largest plant of the kind in Canada, and was finally completed in the autumn of last year (1904). This vast and extensive plant has been erected at Hull, Quebec, at the junction of the Canadian Pacific Railway and the Ottawa Northern and Western Railway, and near the water's edge, thus giving the company, in addition, magnificent water transportation facilities. The plant has been erected under the special superintendence of Mr. Joseph S. Irwin, a gentleman of many years' experience in the Portland Cement manufacturing industry, having been associated with some of the largest concerns of the kind in the United States, and possessing a thorough knowledge of all the most up-to-date and economical methods which have been developed during the past twenty years. Mr. Irwin is the Managing-Director of the Company, and has now taken up his residence in Ottawa, permanently. The machinery in the Company's plant is all of special design, including the structural steel, made to order from plans and specifications furnished the manufacturers by the staff of expert engineers who were engaged to carry out the completion of this important work.



International Portland Cement Co., Limited.

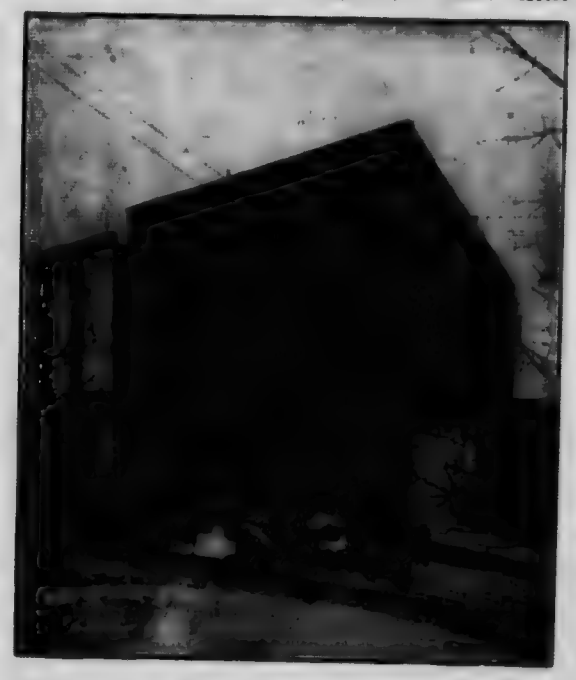
The raw materials owned by the Company consist of 220 acres of Trenton rock and 10 acres of clay, which form deposits lying alongside and in immediate proximity to the plant. Thus the materials can be brought directly into the works for treatment, without any expense for transportation. The new rotary process, combined with the conveyor system, carries the raw material through the entire process of manufacture and packing the cement into sacks and barrels ready for delivery entirely by mechanical means. The labor and expense which the Company save is, therefore, enormous. The power is electrically distributed throughout the plant, the water power having been specially contracted for and obtained from the Ottawa and Hull Power and Manufacturing Company, Limited, upon very reasonable terms for a long term of years. The power drives induction motors of the most modern type. The people of Hull, fully appreciating the immense advantages their city will derive from the establishment of so extensive an industry in their midst, have exempted the Company from taxation for a period of fifteen years. The International Portland Cement Company, therefore, enjoying such a combination of advantages, renders competition very difficult, and should undoubtedly control the cement trade of Eastern Canada, and upon a highly profitable basis.

The Directors of the Company are Messrs. W. F. Cowham, David Jamieson, M.P.P., P. W. Stanhope, A. F. MacLaren, M.P., and Joseph S. Irvin. The Company has established offices in Ottawa and Toronto.

Thomas Birkett and Son Company, Limited.

Thomas Birkett & Son Company, Limited, of Ottawa, is one of the most extensive, if not actually the largest, wholesale hardware houses in Eastern Ontario, and it is a house which is known and favorably from one end of Canada to the other.

This important business was established by Mr. Thomas Birkett, President of the present company, who has been engaged in the hardware trade in the city of Ottawa since he was thirteen years of age. He was born in Ottawa, February 1, 1844, his parents, Miles Birkett and Elizabeth Wren, his wife, having come to Canada from Cumberland, England, in 1838. After



leaving school Mr. Birkett was apprenticed in the hardware trade to Mr. Thomas Isaac, he nine years later opening a business for himself on Rideau Street, and prospering—larger premises were taken, and the business rapidly assumed large proportions. As the rich country around Ottawa opened up, and direct railway connection with Georgian Bay, Montreal, and Toronto, but particularly with the many prosperous and wealthy manufacturing towns and villages and thriving agricultural districts in the Ottawa Valley, enabled the city of Ottawa to assert herself as an exceptionally favorably situated distributing centre, so Mr. Birkett's business developed. It became so large that he converted his private firm into a joint stock company, of which he is President; his son, Mr. Thomas M. Birkett, Vice-President, and of which other members of his family are shareholders. From that time Mr. Birkett has chiefly devoted his attention to the wholesale department of the business. A large new building to accommodate this branch of the business was erected, and owing to the rapid extension of the firm's transactions a considerable addition had to be made last year. The building forms one of the best business blocks in Ottawa, and is most advantageously situated, the warehouse doors opening direct on to the wharves of the Rideau Canal basin.

Mr. Thomas Birkett has served his fellow-citizens of Ottawa in various capacities. He was a school trustee from 1869 to 1873, a member of the City Council from 1873 to 1878, Mayor of Ottawa in 1891 and 1892, and member of the Dominion Parliament from 1900 to 1904.

Ottawa Forwarding Company, Ltd.

This Company was formed in 1892 by the amalgamation of the forwarding and shipping interests of the late George A. Harris, of Ottawa, and of the firm of Hall brothers, of L'Orignal, Ont., forwarders and grain merchants. The Company carry on a freight and passenger business on the Ottawa River and Rideau Canal, between Montreal, Ottawa, and Kingston, also forwarding on the St. Lawrence and Lake Ontario. The chief offices of the Company are at Canal Basin, West Ottawa. The Montreal agents are G. E. Jaques and Company, 217 Common Street.

The firm of Hall and Holcomb handle "D. and H." coal exclusively, occupying part of the Ottawa Forwarding Company's offices, of which company Mr. Hall is Manager, and Mr. Holcomb, Secretary.

Ottawa Transportation Company.

The Ottawa Transportation Company has played no insignificant part in the development of the lumber industry of Ottawa. During the year there is an immense quantity of lumber cut in the city of Ottawa, a conservative estimate placing it at from 275,000,000 to 300,000,000 feet of lumber yearly. The transportation of this lumber to the seaboard and the point of consumption is a serious matter, and a large proportion of it leaves Ottawa in the ultramarine-blue barges of the Ottawa Transportation Company. The fleet of this company is one of the largest for inland service in America, consisting of no less than eighty barges and six powerful steam tugs. These barges are built to the full capacity of the canal locks in the routes between Ottawa and Lake Ontario, and Ottawa, Montreal, and Lake Champlain. The chief owner and President of the company is Mr. Dennis Murphy, a steamboat man of wide experience, much esteemed in Ottawa for his social and business qualities, and who represented the city for some years in the Ontario Provincial Legislature. At present Mr. Murphy has the honor of being President of the Temiscamingue Railway Commission, and much of the management of the Transportation Company devolves upon his son, Mr. George Patterson Murphy, Secretary-Treasurer of the company.

R. J. Devlin.

One of the landmarks when passing along Sparks Street, Ottawa, the principal thoroughfare of Canada's Capital City, is the famous Fur Stores and Warerooms of R. J. Devlin. Originally established upwards of 35 years ago by the present proprietor, on Rideau Street Ottawa, the business has acquired an enviable reputation all through the Dominion from coast to coast, and has grown into dimensions unexampled in its particular line, at the seat of the Canadian Government. During the past quarter of a century how many statesmen and notabilities, myriads of the best people from all parts of Canada, visitors and strangers from all parts of the world, with their wives and ladies, purchased their sets of fine Canadian and other magnificent furs from the Devlin establishment, suitable for wear not only in Canadian but other winter climes. The motto of Mr. Devlin has always been to deal in only the finest qualities of furs, and so it has become the fashion to even pay a special visit to Ottawa to obtain from him valuable and rare specimens.

For years Mr. Devlin has employed the most skilled collectors and expert trappers in all parts of this continent, to obtain for him the choicest and most valuable skins and pelts. The firm is continually receiving commissions from foreign countries to secure and supply the furs which have made the name of Devlin so celebrated in this particular branch of industry.

Some 40 expert hands and assistants are employed by R. J. Devlin, the skilled cutters and designers producing the most fashionable and original garments, setting the mode for Ottawa and the elite of Canadian Society every winter season.

While making a specialty of furs obtainable on the American continent, the firm carry the choicest of selections of furs of all countries, made up, mounted, or *au naturel*—sealskins, tiger, lion, leopard, ermine, Russian sables and bear, Persian lamb and, in fact, every known variety.

In the summer time, although the large and varied stock of furs are on exhibition and sale, R. J. Devlin transacts an extensive business in first-class hats, caps, and headgear, carrying solely the makes of the most celebrated English and American firms. Firmly established with a continually growing reputation, and increasing connection, the business of R. J. Devlin stands in the front rank of Canadian enterprise.

The Dowd Milling Company, Ltd.

Few industrial companies in Canada have experienced a steadier ratio of development than the Dowd Milling Company, Limited, and none of the many important business concerns which have established their headquarters in the Dominion's capital stand higher with the business community. The handsome head office of the company, 241 Wellington Street, Ottawa, and its capacious warehouses, are among the busiest places in the city. The capacious mills of the company, which are located at Pakenham, Ont., and Quyon, Que., are equipped with all the most modern appliances for assuring a superior grade of product, whether of flour, rolled oats or provender. Their standard products, including "Patent Hungarian," "Cosmos Patent," "Strong Baker's," "High Loaf," and "Lily" brands of flour, and "Royal Seal" brand of rolled oats, are sold and favorably known from one end



Dowd Milling Co., Ltd., Ottawa.
Mills and Elevators at Pakenham, Ont.

of Canada to the other. The company's brand of extra family flour known as "High Loaf" has especially sprung rapidly into favor, as has also its brand of rolled oats known as the "Royal Seal" brand. This last mentioned dainty article of breakfast food has a peculiar sweet, "nutty" flavor that is extremely palatable, and is only obtainable from oats grown in the county of Pontiac, especially in the vicinity of Quyon, where one of the company's mills is situated. Whether this peculiarity of Pontiac County oats is due to the peculiar constituents of the soil or to the climatic conditions is not positively determined, but any one who has ever tasted "Royal Seal" rolled oats is bound to acknowledge that the peculiarity exists.

The capacity of the company's mills is considerable, namely, flour, 700 barrels; rolled oats, 100 barrels; provender, 100 tons. The company are grain dealers, as well as millers. Mr. H. S. Dowd, President of the company, resides at Quyon.

Fraser and Company.

The lumber business, to part of which Fraser & Company succeeded in 1885, was originally established by Alexander Fraser in 1853. During the time it was carried on by the late Mr. Fraser the operations were principally confined to the manufacture of square and waney timber for the English market.

The firm of Fraser & Company was formed in 1885 by J. B. Fraser and W. H. A. Fraser, sons of the late Alexander Fraser. They added the manufacturing of lumber to their timber business, and a few years ago built a large saw mill at Deschenes, P.Q., with a cutting



Exterior and Interior of the Fraser & Co. Mills.

capacity of 20,000,000 feet during a season running day time. The mill is of the most up-to-date modern kind, and equipped with sufficient power and space left for increasing its capacity to about 30,000,000 per season day run.

The firm employ about 1,000 to 1,200 men in the woods and at the mill. They operate at present on the Coulonge, Black, and Jocko Rivers, tributaries of the Ottawa, and in time may extend their operations to other streams on which they hold timber limits in reserve for future supply. The head office of the firm is at 74 Nepean Street, Ottawa.



W. C. Edwards & Co., Limited, Mills.

W. C. Edwards and Company, Ltd.

Established at Rockland, Ontario, in 1868, and incorporated in the "eighties," W. C. Edwards and Company, Limited, rank high in the lumber history of Canada. In 1892 the Company acquired the Ottawa business from the estate of the late James MacLaren, and established headquarters in the Capital City. The Company operates one of the most extensive and best equipped sawmill plants in the country, manufacturing lumber of all kinds, sash, doors, blinds, mouldings, etc. The Company's sawmills and plant are among the most modern and up-to-date in the Dominion, and are operated by the renowned water power of the Rideau River, where it falls into the Ottawa River. The Company export largely to Great Britain and the United States. Senator W. C. Edwards is President of the Company, and Mr. Gordon C. Edwards the Managing Director.

The Upper Ottawa Improvement Company, Limited.

Incorporated in 1868, the Upper Ottawa Improvement Company has done much to render the upper lakes and reaches of the magnificent river navigable, and rendered services of inestimable value to the great lumber industry of Canada. It exercises control of the transmission of logs and timber on the river from the camps direct to the numerous mills situated thereon, many of them utilizing the vast water power nature has granted to this noble stream. The Company regularly employs about 800 hands, and has a paid-up capital stock of $148,760. Mr. Hiram Robinson is the President and Mr. G. B. Greene the Secretary-Treasurer. The offices are at 194 Middle Street, Ottawa.

The Ottawa Milling Company, Ltd.

Among the many handsome manufacturing establishments which have sprung up since "The Big Fire" in the busy Chaudiere district in the city of Ottawa, none presents a more substantial and business-like appearance than the lofty, capacious mill and elevator of the Ottawa Milling Company, Limited. And it is most advantageously situated, with railway tracks passing the door, surrounded by available water power and with barge wharves a few yards away. The industry is a new one, having been in operation only a few years. The company manufactures and deals in oatmeal, rolled oats, flour, feeds, cereals, etc. A specialty is rolled oats of the "N. Z." brand, which is a most palatable breakfast food, due to the exceptional qualities of Ottawa valley oats, and to the splendid mechanical equipment of the mill. Some of the best known capitalists of the Ottawa district are interested in this industry.



The officers of the company are: P. Armstrong, President; G. B. Green, Vice-President; Archer Bayley, Secretary-Treasurer; and George N. Cooke, Manager. The office is at 17 Duke Street.

The Ottawa Furnace and Foundry Company, Limited.

Manufacturing some of the highest types of stoves, ranges, and furnaces, the Ottawa Furnace and Foundry Company, Limited, established in 1899, are the leaders in this line for the city of Ottawa. The average value of the annual output of the Company is $100,000. The Company distribute entirely through the Dominion, and employ some seventy hands. Their especial winter stoves and ranges have gained wide encomiums from the entire Canadian public.

S. J. Major, Limited.

Established in 1879, by the late S. J. Major, this Company now transacts one of the largest businesses in the wholesale grocery and wine trade of Ottawa. The annual average sales amount to nearly one million dollars. The employees number 42 hands. Importing from France, Spain, England, Germany, Greece, Holland, Japan, Ceylon, etc., the company deal in almost every commodity embraced in the wholesale grocery trade. Unfortunately, the late Mr. S. J. Major passed away at the early age of 44 years, the members of the estate and the present Manager, Secretary, and Treasurer, Mr. Jules Cote, incorporating the existing company.

The Ottawa Fireproof Supply Co.

This Company deals in crude and manufactured asbestos, mills', railway contractors' and builders' supplies and cement. It manufactures asbestos cement, owning asbestos mills at Low, Quebec. The annual output of the concern averages $100,000, and is distributed throughout the Dominion. The Company also represent in Ottawa the Dominion Bridge Company, the Canadian Portland Cement Company, the Montreal Terra-Cotta and Lumber Company, the Dominion Wire Rope Company, the Cleveland Stove Company, Cleveland, Ohio, Standard Drain Pipe Company, J. A. and W. Bird and Company, Boston, Flintkote Roofing. Messrs. J. A. Seybold and O. Forest are the proprietors of the Ottawa Supply Company. The offices are at 514 Sussex Street, Ottawa.

W. G. Charleson.

Originally established in 1842, the hardware business of W. G. Charleson is one of the oldest concerns in the Canadian Capital. The extensive warehouses and showrooms are situated at 79, 81 and 83 Rideau Street, Ottawa. Importing goods from Great Britain, Germany, Belgium, and the United States, the average annual output of this firm is $100,000. "Everything in hardware," is the watchword of this enterprising Canadian, and, indeed, there are few articles in his especial branch of industry that he cannot easily supply.

The business was first established by A. Workman and Company, and the commodious premises are still known to old Ottawa residents as "Workman's Old Stand."

The rise of Canada since Confederation to her splendid position among the leading commercial nations of the world, renders it increasingly necessary that her youthful citizens entering the financial world should have a thorough business training. The Ottawa Business College was founded forty years ago to meet this need. It has grown year by year in importance, influence, and reputation, and is regarded as worthy a foremost place among our educational institutions. The school is splendidly situated in the Capital of Canada, and the annual prospectus will be mailed free on application.



W. E. Gowling, Principal.

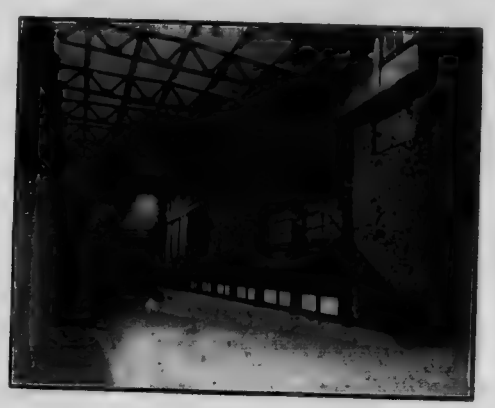
Some people in Europe think that forests still surround all the cities and farms of Canada; this is not the case. All the settled portions are cleared of their timber almost as completely as in Europe. An Indian in native costume would excite as much curiosity in any Canadian city east of Winnipeg as he would in the streets of London or Paris.

H. S. Conn.

The horse trade of Canada is an important industry, and among the leading wholesale dealers of the Dominion, Mr. H. S. Conn, of Ottawa, is prominent. He established himself, in 1875, at Ashton, Ontario, and his annual turnover averages upwards of $150,000. In connection with his horse sales and commission business he deals extensively in grain, farm produce, flour, bran, pork, beef, and lumbermen's supplies. An expert judge of every class of horse, Mr. Conn's services are in great demand by many of the leading concerns of the country for the purchase of their teams. Reliable and trustworthy in his methods, his already extensive business is constantly increasing.

The Ottawa and Hull Power and Manufacturing Company, Limited.

This Company controls a large volume of the magnificent water power of the celebrated Chaudiere Falls at Ottawa, and has erected a power house for the electric control thereof to the extent of 10,000 horse power, and already machinery for 6,000 horse power has been



The Ottawa & Hull Power and Mfg. Co., Ltd. The Power House in Hull, Que., showing installation of two 2,000 h.p. generators.

installed. The Company is open to negotiate with manufacturers who are arranging to erect plants requiring cheap power, and if the plants are located in Hull or Ottawa, favorable terms can be obtained from either city. The Company has further water power available for development. The railway facilities alone render Ottawa an ideal place for the establishment of manufacturing industries. Mr. R. Blackburn is Secretary-Treasurer of the Company.

Woodroffe Dairy and Stock Farm.

In 1887, Mr. J. G. Clark established this now celebrated herd at Ottawa, for the purpose of dairy farming and pure bred stock breeding. The herd of Ayrshires numbers 75 and to-day stands in the front rank among the Ayrshire herds of the American Continent. Clydesdale horses and improved large Yorkshire swine. These three lines of the farm's special stock show prominently at all exhibitions. At the World's Fair, St. Louis, 13 Ayrshires from the Woodroffe herd won 16 ribbons, including the Grand Championship and the Reserved Championship, and prize most highly valued by stockmen, viz., 1st prize for herd bred by exhibitor, representing $1,025 in prizes. This amount was duplicated by the Canadian Government, making $2,050. Electric cars run direct from Ottawa to the Farm. All communications should be addressed directly to Mr. Clark, at the Farm.

J. L. Orme and Son.

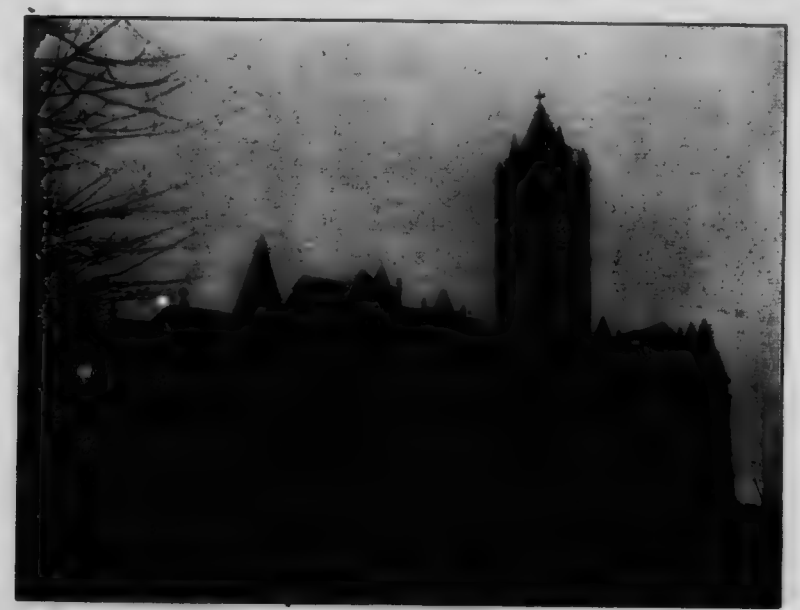
The famous musical emporium of J. L. Orme and Son, of Ottawa, was originally established by Mr. J. L. Orme, in Belleville, Ontario, in 1861, but the concern was moved to the Capital City in 1866, when Mr. George L. Orme entered the firm, of which he now is at the head, in co-partnership with Mr. Matthew Orme. The fine business premises of the firm are situate at 189 Sparks Street, and the business has so increased that the annual average turnover is now upwards of $150,000. The most celebrated makes of pianos, organs and musical instruments of every description, sheet music, and fine musical merchandise of infinite variety are dealt in by this firm. Their name is a guarantee of high quality.

Ottawa, the capital city of the Dominion, while a city of comparatively recent growth, is one of the most beautiful on the continent. It is laid out with a liberal regard for the greatness in store for it. It is destined to be what so many capital cities are not—a great commercial emporium as well as a delightful social centre.

HAMILTON, ONTARIO.

The Birmingham of Canada.

Hamilton, Ontario, familiarly known as the Birmingham of Canada, covers an area of about 4,700 acres, and is situated upon a plane that rises gradually from the shores of Hamilton Bay, a beautiful land-locked harbor at the western end of Lake Ontario. The city is situated forty-two miles west of the famous Falls of Niagara, and lies nestling at the foot of the escarpment or mountain over which the Falls of Niagara plunge. From its summit a magnificent view of this beautiful city is obtainable, with its wide, regularly laid-out, and well-paved streets, its fine residences and public buildings and its wealth of beautiful shade trees.



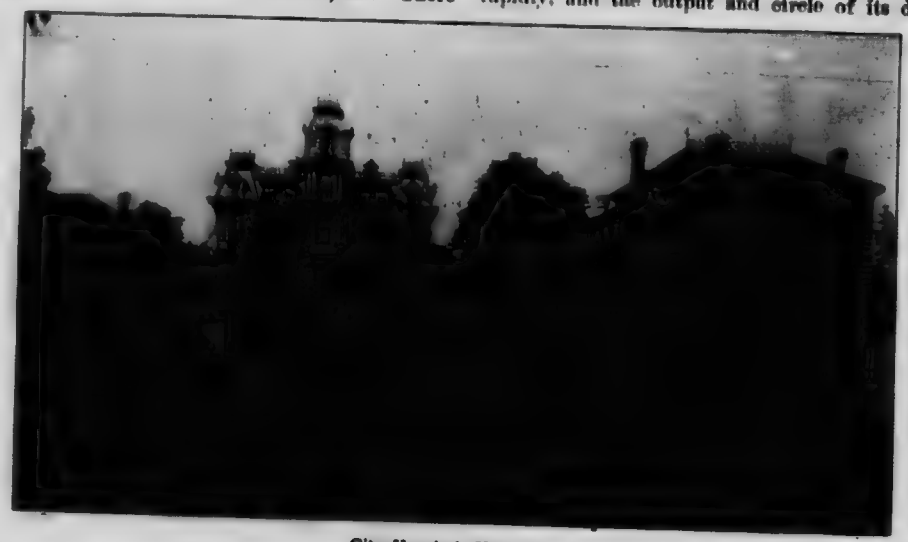
Normal College, Hamilton.

Incorporated in 1847, the city of Hamilton to-day is one of the finest manufacturing, commercial, and educational centres of Canada, and is a desirable place for the safe and profitable investment of capital and, at the same time, a delightful place to live in. Hamilton has always been noted for its mild and even climate, it being several hundred miles south of London, England, and Paris, France, and a little east of the 80th degree of longitude and north of the 43rd parallel of latitude. Hamilton possesses a water works system, a sewerage system unsurpassed by any city in the world, while the paving of the streets with tar macadam, and the cement sidewalks, have been acknowledged by the experts of every principal city of the American continent to be as near perfection as possible.

Hamilton's geographical position at the head of Lake Ontario affords the best shipping facilities to the North-West Provinces and European markets by water, while her railway facilities are not excelled by any city in the Dominion. The Grand Trunk Railway System (the Southern, Northern, and North-Western divisions converge at this point), the C.P.R., the Toronto, Hamilton and Buffalo, the Michigan Central and New York Central connect here, and the Lehigh Valley road comes over the Grand Trunk tracks.

Hamilton has also become the centre of a complete electric railway system. The Hamilton and Dundas Railway reaches out to the town of Dundas, about five miles to the west. The Hamilton, Grimsby, and Beamsville Railway travels through the east through a country that for years has been known as the "Fruit Garden of Canada," a distance of 28 miles. The Hamilton Radial Electric Railway runs ten miles from the city to the pretty little village of Burlington. The Hamilton and Caledonia Electric Railway, running 37 miles to Selkirk, Lake Erie, and an electric line to reach out to the towns of Guelph, Galt, and Berlin, a distance of about 60 miles, are projected, and expected to be completed and in operation in the near future, and in addition to these there are 10 miles of street railway within the city.

The population of Hamilton is over 60,000. There are upwards of 300 manufacturing establishments. There are 210 streets; 110 miles of streets; 60 miles of sewer; 19 miles of street railway; 465 street electric lights; 2 Cathedrals; 62 Protestant churches; 7 Roman Catholic churches; 15 banks; 8 colleges; 1 public library; 2 art schools; 2 convents; 26 charitable institutions; 4 hospitals; 1 house of refuge; 2 incline railways; the fastest track in Canada, the Hamilton Jockey Club; 1 driving park; 7 parks; 18 public schools; 50 social and athletic clubs; about 200 national and secret societies; and 100 hotels.



City Hospital, Hamilton

It is predicted that Western Canada will, within 10 or 15 years, produce from 800 millions to one billion bushels of grain.

The Canada Screw Company.

The modern and extensive plant of The Canada Screw Company is situated at Hamilton, Ontario, branch warehouses being established in Montreal and Toronto. The business was founded in 1866 with its headquarters in Dundas, Ontario, and in the year 1875 was purchased by the American Screw Company, of Providence, Rhode Island. Mr. Cyrus A. Birge assumed the management in 1882, and was made vice-president and treasurer in 1884. In 1887 it was necessary to enlarge the business and on account of Hamilton's greater advantages as a shipping center, it was decided to move the business to that city. In 1898 Mr. Birge bought out the interest of the United States capitalists and the concern is now a purely Canadian institution with Mr. Birge as President. Under his experienced and able control the enterprise has grown rapidly, and the output and circle of its distribution are expanding steadily year by year. Its manufactures are distributed throughout the Dominion from coast to coast, the goods bearing the enviable reputation of equalling the best made in the world.

The Canada Screw Company manufactures elevator bolts, wood screws, machine screws, stove bolts, tire bolts, rivets, nuts, burrs, wire nails, bright wire goods, boot calks, and a large variety of special goods from wire. With the enormous development in every branch of manufacture, which has taken place within the last few years, large numbers of immense plants have been, and are, constantly being erected. For years bolts, screws, rivets, nuts, etc., were principally imported into Canada from Europe and the United States, but it is undoubtedly largely due to the efforts of Mr. Cyrus A. Birge, since he assumed the management of the Canada Screw Company, that contractors and ironworkers

in all parts of the Dominion now prefer to use articles of this description turned out by domestic manufacture. Two reasons quickly show why. The Canada Screw Company makes them of equal calibre and quality, and can supply them more quickly, reliably, and at a far cheaper rate. The transportation facilities centering at Hamilton are unsurpassed in Canada, and the Company has fully availed itself of their great advantages, and customers have not been slow to appreciate the conditions obtainable from dealing with the Canada Screw Company.

The Federal Life Assurance Company of Canada.

The head offices of the Federal Life Assurance Company of Canada are established in Hamilton, Ontario. Mr. David Dexter is the resident and managing director. This company is one of the most substantial and, therefore, one of the most successful in Canada. The capital and assets are $2,950,000. A specialty made by this office of the issuance of non-forfeitable policies, indisputable after one year. Policies



(Engraved for "The Book of Canada.") View of Hamilton, Ontario, from the Mountain.

The company is undoubtedly the largest concern making wood screws and kindred lines in Canada, and will doubtless remain the leader in this particular industry, as it is in a position to compete wth the markets of the world.

The Canada Screw Company is capitalized at half a million dollars, and gives employment to an average regular number of two hundred and fifty hands. Probably Mr. Cyrus A. Birge has done as much or more than any other Canadian to advance general manufacturing industries throughout the Dominion.

are also issued in every desirable form. The guaranteed security policies and income bonds issued by this company should be especially enquired about and seriously considered by all intending to provide for future contingencies.

No region in the world offers the farmer a finer opportunity than the Canadian North West. The best of wheat land, a splendid climate, excellent railway facilities, ample provision for churches and schools, light taxes, and good government exist there.

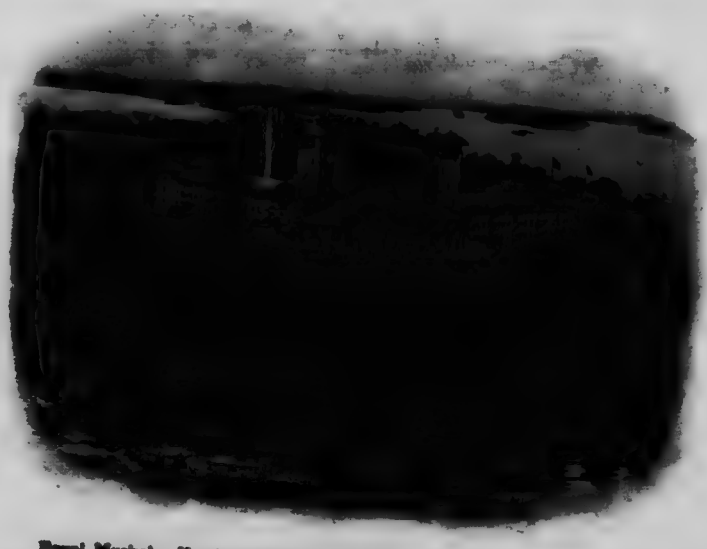
Sawyer and Massey Company, Ltd.

The business of this celebrated concern was established in Hamilton in 1836, and the plant in 1897, making a specialty of the making of roads and the manufacture of roadmaking machinery, principally for the vast development of the Dominion, although the company export considerably to South America and Australia. The capitalization is $1,000,000, and the annual output $1,000,000. Material is imported from the United States only when the same is not obtainable in Canada.

The company have made splendid macadam roadways of the highest type, and their machines have been purchased by the principal municipalities and contractors throughout the Dominion. This is the only concern which has successfully exploited and built tile moulds for concrete drainage, which is the fundamental principle of all successful roadbuilding.

W. H. Gillard and Company.

For upwards of the past quarter of a century, the wholesale grocery business of the well-known firm of W. H. Gillard and Company, of Hamilton, has been growing until it is now one of the largest concerns in its especial industry in the Dominion. Established in 1879 by Messrs. W. H. Gillard and John Gillard, in Hughson Street South, in 1885, owing to the rapid development of the business a move was made to commodious buildings at 25 Main Street West. The firm manufacture Spices and Baking Powder, and are tea packers on a large scale. Merchandise is imported from Brazil, West Indies, China, Japan, Ceylon, Turkey, Greece, Spain, France, Germany, Belgium, Holland, Italy, Austria, England and every country which supplies the wants of the wholesale grocery industry.



Royal Muskoka Hotel, Highlands of Ontario, a favorite Summer Resort.

The Gurney-Tilden Company, Ltd.

The business of this company was founded in Hamilton so long ago as 1843 by Edward and Charles Gurney. In 1893 it was incorporated under its present title. Mr. John H. Tilden now being President, and Mr. O. G. Carscallen Vice-President. The company manufactures the celebrated "Souvenir" stoves and ranges, hot-air furnaces, radiators, and builders' hardware, and a considerable export trade is done with England and Australia. Material is imported from the United States and England. The company is capitalized at $500,000, and gives employment to some 350 hands. The goods of the Gurney-Tilden Company bear an enviable reputation wherever distributed.

The Colonial Ink Company, Ltd.

One of the most progressive concerns in Hamilton, the only and original manufacturers of Typewriter Ribbons and Carbon Paper in Canada. The business of this firm is rapidly increasing, their productions being equal to any, and superior to many of foreign manufacture. The company's trade mark is "Japanese," which is applied also to the Writing and Printing Inks and Mucilage. The company is a purely Canadian institution. Great progress has been made, and foreign competitors successfully encountered. The principal office and factory of the Colonial Ink Company has been in Peterborough, but having outgrown their premises there, they moved to Hamilton on account of advantages in freight, etc.

Dominion Belting Company, Ltd.

Realizing the steady increased demand for stitched oiled cotton duck belting for elevators, factories, mines, and agricultural machinery, the Dominion Belting Company have erected on Sherman Avenue, Hamilton, the most up-to-date and only factory in Canada for its manufacture. This belting is constructed wholly from material of Canadian production, and the company is thus enabled to make prices much below the cost of importation. Only the very best duck, made specially to the company's formula, and treated with a secret preparation known only to the company's superintendent and perfected by him after an experience of twenty years in the business. This renders the company's belting superior to any of its kind yet placed upon the market for tensile strength, pliability, and weight, and is superior in many respects to leather or rubber belting, being unaffected by atmosphere, steam, heat, or acid fumes.

The Sun Oil-Refining Company, of Hamilton, Limited.

The refineries of this Company are situated at Warren, Pennsylvania, U.S.A., and Petrolea, Canada. The offices and headquarters are at Hamilton. The distributing stations of the company are at Sault Ste. Marie, Halifax, N.S., St. John, N.B., St. Thomas, Galt, Berlin, Brantford, London, Chatham, and Woodstock. Mr. E. R. Clarkson is the manager of the Company.

The Norton Manufacturing Co.

Every kind of tin can for fruit, paint, lard, baking powder, fish, etc., etc., wire cable, solder, and canners' supplies suitable for packers' use is manufactured by this company, by automatic machinery. Established in 1888, the extensive factories are situated at Emerald and Shaw Streets, Hamilton, Ontario.

Adam Hope and Company.

The firm of Adam Hope and Company, pig iron, tin plate, and metal merchants, rank as one of the principal concerns in Canada in their line of industry. The firm also deal largely in pig tin, ingot copper, pig lead, antimony, spelter, galvanized sheets, etc. The head offices are in Hamilton, Ontario.

The Hamilton Bridge Works Company, Limited.

This is one of the most important concerns carrying on business as engineers and manufacturers of architectural and structural steel in Canada. A specialty is made of roofs, trusses, columns, and girders. The Company manufacture and erect structural steel for office buildings, warehouses, mill buildings, power plants, etc., and undertake emergency work where quick delivery is required. The Company's plant is one of the largest in Hamilton.

BRANTFORD, ONTARIO.

Third in importance among the exporting cities of Canada, the city of Brantford is popularly known as the "Telephone City." It is the seat of government of the county of Brant. It has an area of 2,500 acres, and is situated for the most part on a high ridge of land on the north of the Grand River. Brantford was incorporated as a town in 1847, and became a city on May 31, 1877.

In point of population, Brantford stands thirteenth among the cities of the Dominion with, including the suburbs, over 20,000 inhabitants. There are about 61 miles of public streets in the city, upon which more than 12 miles of cement sidewalks have been laid. The roadways are well made and well kept, and there are plenty of shade trees and numerous small parks—all in the best of order.

Brantford has a fine police-force, a splendidly organized fire department, a modern and efficient sewage system, and a grand waterworks system. The city is well lighted by gas and electricity. The educational advantages, both public and private, have made Brantford famous as a seat of learning. Poverty is almost an unknown quantity in the city, but the few poor are admirably provided for and taken care of. The Brantford Board of Trade is a public-spirited body. The Grand Trunk Railroad has two stations here, and does two-thirds of the carrying trade to and from Brantford. The banking facilities are ample.



Bissel Brewing Company, Brantford.

The manufacturing industries are strongly represented in Brantford:—Wagons, starch, meat-packing, cycles, motors, agricultural implements, brass and iron pumps, cigars, lumber, varnish, woollens, pickles, engines, and carriages, being among the principal manufactures. Mr. Bell, the inventor of the telephone, perfected his discoveries in Brantford, and for that reason it has acquired the name of the "Telephone City."

T. J. Fair and Company, Limited.

T. J. Fair and Company, Limited, are in the front rank of the tobacco industry of the Dominion. The factories at Brantford are extensive and equipped in up-to-date fashion. The special brand of cigar manufactured is the "Lord Roberts." The western branch is at 544 Main Street, Winnipeg, Man.

Waterous Engine Works Company, Limited.

The Waterous Engine Works Co., Ltd., one of the oldest establishments of its kind in the country, have for over sixty years carried on a successful and progressive business, being among the foremost manufacturers of saw-mill and pulp machinery, fire apparatus, and other lines as indicated in their advertisement in the display pages of this book. They have a large foreign business.



The Waterous Engine Co., Ltd.

The Brantford Starch Works, Ltd.

The Brantford Starch Works, Limited, is the principal concern in Canada that manufactures thin boiling wheat and corn starch for use in steam laundries. The business was founded in 1867 by the British-American Starch Company, and acquired by the present company in 1893. The factory covers five acres of ground, and is located on the Canal Road, East Brantford. It is a substantial three-storey building, having 60,000 square feet of floor space, and is equipped with the most modern type of plant. The output is ten tons of starch per diem. The company ships to all parts of Canada.



The Brantford Starch Works, Ltd.

GALT, ONTARIO.

One of the most substantial, prosperous, and beautiful towns in Canada, Galt, Ontario, is the pride of its residents. Situated on the banks of the Grand River, on the Ontario section of the Canadian Pacific Railroad, and the Northern Division of the Grand Trunk Railroad, it has a population of some 8,500 souls. It is a community of well-to-do people; with manufactories whose products find their way into every quarter of this great Dominion; with educational institutions that rank very high; with a church life remarkable for its activity; with modern municipal machinery, and a strong public sentiment favoring progressive civic measures; with fine habitations for the care of the sick; with transportation facilities that make it an inviting location for manufacturers; with public bodies, such as the Board of Trade, assisting in shaping the destinies of the town; with all the paraphernalia, in short, of a well-ordered, well-conditioned, hopeful, and ambitious Canadian community.

The town of Galt was named after the late John Galt (the father of the late Sir A. T. Galt, and Sir Thomas Galt), who arrived in this district in 1817. At the present day Galt is noted throughout Canada as a manufacturing centre, in which the best of wood-working and mill machinery, boilers, engines, carriage springs, saws, knives, edge tools, iron and brass bedsteads, iron pumps, pins, safes, vaults, heaters, ventilating apparatus, steam fans, blowers, and exhausters are made. The town has also two large and prosperous knitting mills, the best mill of its kind for the manufacture of eiderdown and imitation buffalo robes and coats, two thriving shoe factories, hub and spoke works, two large flour mills and an oatmeal mill, a carding factory, a carpet factory, and a paper-box factory.

The most extensive manufacturing plant and the largest premises in Galt are owned by the Goldie and McCulloch Company, manufacturers of engines and boilers, safes and vaults, milling machinery and wood-working machinery of various kinds, pulleys, shafting, clutches, etc. The great plant is located on West Main, Forbes, Glebe, and Malcolm Streets, and gives employment to 450 hands.

The Galt Knitting Company was organized in 1881, and manufacture a large range of knitted underwear, eiderdowns, and knitted specialties of a high quality. The company sell their products direct to the retail trade, and have agencies in Montreal, Winnipeg, Halifax, and Vancouver.

The firm of Shurly and Deitrich have earned the reputation of producing the best saws in Canada, and, indeed, for temper and finish, rival and equal any made on the American Continent. The business was established in Galt in 1874, and an iron and brass bedstead factory was added. The R. H. Smith Saw Factory, of St. Catherines, forms another link in the chain of the firm's industries, while the "Maple Leaf" Harvest Tool Works at Tilsonburg completes it.

OWEN SOUND, ONTARIO.

Situate on the Georgian Bay, with a magnificent natural harbor, and perfect terminal facilities, Owen Sound has been fitly named the "Liverpool of Canada." It is the only port on the Georgian Bay having an established line of freight steamers running regularly to Fort William, the present western lake terminal for Canada's only trans-continental system. The Sydenham River forms a convenient waterway right up into the heart of the business interests, and nearly two miles of splendid docks have been constructed on the east and west banks of the river. In fact, Owen Sound Bay affords ten miles of sheltered water, from which deep water and railroad connection are readily reached at smallest cost. No port on the Georgian Bay is so well equipped to handle the grain trade of the West, the elevator capacity being 1,250,000 bushels.

Owen Sound has grown into an important manufacturing centre. The educational facilities are exceptionally good. The lighting and paving of the well-kept streets, the fine churches, business buildings, factories, and elegant new residences, all demonstrate the prosperity of Owen Sound. The population in 1904 was 9,737, and with Burke, the suburb on the west side, which for all commercial purposes is a part of Owen Sound, the town represents a centre of population of nearly 11,000.

The banking facilities of the town could not be excelled. Branches are established of the Molsons Bank, the Traders Bank of Canada, the Bank of Hamilton, and the Merchants Bank of Canada, the headquarters of all of which institutions are represented in this work. The manager of the Molsons Bank at Owen Sound is

Traders Bank.

Molsons Bank.



Merchants Bank of Canada. Bank of Hamilton.

Owen Sound Views.

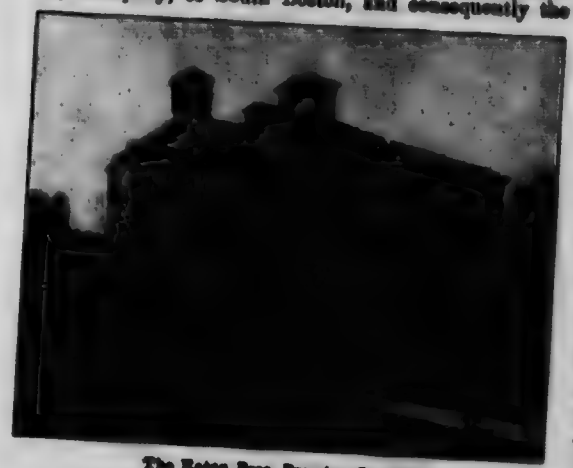
View of Poulette Street.

Mr. John R. Wainwright; of the Merchants Bank of Canada, Mr. J. E. Magie; Mr. M. J. S. Gordon is the local agent of the Bank of Hamilton, and Mr. Norman Rose established and developed the now important branch of the Traders Bank of Canada.

We may particularize several of the leading manufacturing and commercial enterprises as follows:

The Eaton Bros. Brewing Company of Owen Sound, Limited.

This well known company were the first to produce in Canada, and carry into effect, the perfectly equipped pneumatic ten-drum malting plant of the Tilden system, constructed by the Hersey Manufacturing Company, of South Boston, and consequently the



The Eaton Bros. Brewing Co., Ltd.
Brewers and Maltsters.

first concern in Canada to produce a really first class malt, which has hitherto surpassed all competition in the Dominion. In addition, the ales, porters, and beers of the Eaton Company are deservedly well established throughout the Dominion.

R. P. Butchart and Bros., Limited.

The business of R. P. Butchart and Brother has been established in Owen Sound for upwards of fifty years, and is one of the oldest in Northern Ontario. A general hardware business is carried on, all kinds of shelf and heavy hardware, ship chandlery, and paints and oils are handled. In addition, the company largely manufacture tin, sheet iron and copper ware, and carry on the business of plumbers, steam and gas fitters. The imposing business premises of the company are situate on Poullet Street, Owen Sound.

The Sun Portland Cement Company, Limited.

One of the principal plants at Owen Sound is that of the Sun Portland Cement Company. Mr. W. P. Telford is President, and Mr. Thomas Dates, Manager.

Keenan Brothers, Limited.

Among the important lumber concerns of Owen Sound, Keenan Brothers, Limited, occupy a foremost position. This firm ships directly from their mills to all part of Canada, dealing wholesale in hardwood lumber they make a specialty of soft elm and quartered maple. Soft and rock elm, basswood, birch, white and plain sawn maple, and black ash woods, are supplied by Keenan Brothers, Limited, to all countries, and correspondence is solicited, so that orders can be filled to a satisfactory degree of certainty. The offices of the firm are situated in the main street of Owen Sound, conveniently near the principal banks and telegraph offices.

Taylor and Pringle Company, Limited.

In 1884 this well known business was established by Mr. William Pringle, the present head of the firm, and Mr. J. C. Pringle was admitted as a partner two years later. So rapidly did the business increase that in 1902 it was deemed advisable to incorporate the business into a limited liability company. The specialties which are manufactured by this company and have earned its well established reputation are Belfast ginger ale and mineral waters; apple juice and refined cider; vinegars, pickles, catsup, and sauces. The extensive plant of this company is modern and up-to-date, and one of the features of the manufacturing industry of Owen Sound.

Owen Sound Wire Fence Company, Limited.

This company makes a specialty of manufacturing the "Dillon Hinge Stay Field Fence," which is acknowledged to be superior to others because it is flexible square mesh, with a perfect hinge stay, it being



impossible to bend the stays. It is woven with a series of coils or waves in the strands, which are high carbon spring wire, to provide for expansion and contraction by heat and cold. It will give under pressure without bending the stays, and will spring back to place when pressure is removed.

Maitland, Rixon and Company.

The extensive plant and saw mills of Maitland, Rixon and Company are situated at Owen Sound. The firm is one of the most important timber concerns of the town, and distribute their output throughout the Dominion. They manufacture and deal in lumber, lath, ties, poles, shingles, etc., and make a specialty of long pine, cedar, and hemlock bill stuff. The trans-shipping of lumber at Owen Sound has developed into large proportions, and the business of Maitland, Rixon and Company has grown accordingly, and is still rapidly increasing.

The Owen Sound Iron Works Company, Limited.

The new and commodious shops of the Owen Sound Iron Works Company, Ltd., are situated on Marsh and Water Streets, Owen Sound, directly opposite the C.P.R. railway station and docks. A large jobbing and manufacturing business is carried on as engineers, founders, machinists, and boilermakers. Marine repairs are promptly executed, and a specialty made of iron and brass castings, also of engines, boilers, saw, shingle, and cement mill machinery, pulleys, hangers, shafting, etc., and a large and ever increasing business is being done. Mr. James M. Wilson is the Managing Director of the company.

The Canadian Heating and Ventilating Company, Limited.

Established at Owen Sound for the manufacture of stoves, furnaces, and hollow ware, is the Canadian Heating and Ventilating Company, Limited. Its output has already become widely and favorably known, and a large and ever increasing business is being developed. A specialty is made of the Empire Queen stoves and ranges. The factory is conveniently situated on Bay Street, near the Canadian Pacific Railroad. The manager is Mr. W. J. Christie.

The Grey and Bruce Loan Co.

This is one of the most important financial institutions of Owen Sound, financing as it does the extensive farming interests of the surrounding district. Mr. W. P. Telford is the Manager.

Telford and Company.

Mr. W. P Telford, M.P., is also at the head of this private banking concern at Owen Sound.



J. W. Redden, Esq.,

President of Owen Sound Board of Trade, and a warm supporter of the Town's best interests.

Owen Sound Fruit Packing Company, Limited.

This company possesses a fine modern plant at Owen Sound, with every requisite for carrying on an extensive fruit-packing business. Mr. W. P. Telford is the Secretary-Treasurer.

Judge W. J Hatton, senior judge for the county of Grey, is an enthusiastic believer in the future of Canada, and particularly of his home city, Owen Sound. It is with pleasure that we mention Judge Hatton as one of the progressive men of that section, and also to state that while the judge is yet a young man, having been born in 1865, his success has been marked, and a deep interest in public affairs will ultimately bring him greater honors.

Take the forests and the millions of acres of fertile lands yet undeveloped. Touring through the North-West there could be seen boundless acres of rich free land. What will happen to those millions of acres when they shall have been brought to the plough, the reaper, and the garner? Think of Canada and her mighty resources! Geographically they are on the mightiest highway the world has ever seen, with British harbors on each ocean, and the connecting link between the dominant power in Europe and the dominant power in Asia.—Hon. G. E. Foster.

Wheat is not the only crop grown in the Dominion. A greater variety of farm products is raised in Canada than in Great Britain.



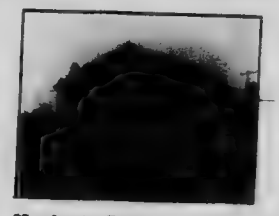
MEAFORD, ONTARIO.

The beautiful and enterprising town of Meaford, with a population of some 2,200 souls, is situated in the county of Grey, Ontario, facing the Georgian Bay. It possesses well-paved and laid-out streets, and some very handsome buildings on the main street, which always has a bright, busy, and prosperous aspect, lined as it is with well-built stores, hotels, banks, and public buildings. It has a commodious harbor, and is a port of call for the steamers of the principal navigation companies of the great lakes. Mr. E. Y. Godfrey is the present mayor of Meaford, and is, like all the other members of the Town Council, an enterprising man. The Council have the true interests of their town at heart, and the result is that it is governed much better than many larger cities.



Molsons Bank.
Meaford, Ont., Branch.

The Molsons Bank established a branch at Meaford upwards of thirty years ago, and it still flourishes under the able management of Mr. D. A. Ferguson.



Merchants Bank of Canada.
Meaford Branch.

The Merchants Bank of Canada have recently erected a new bank building to carry on the ever-increasing volume of business of its Meaford branch. Mr. F. L. MacGachen is the manager.

The industries of Meaford are very progressive, some of the most modern and up-to-date plants in the furniture manufacturing, foundry, canning, creamery, wheelbarrow factories, etc., are established here. The fishing industry, too, is of considerable importance, and a large grain elevator is in use here.

The hotel facilities are very excellent. Meaford is situated on a branch of the Grand Trunk Railroad, and also reached by stage coach from Owen Sound, which affords a twenty-mile drive through the loveliest of sylvan scenery.

That Meaford will increase more rapidly than any town in its immediate neighborhood is an assured fact, so long as the enterprise of its inhabitants continues, because the town has attracted capitalists from



Town of Meaford, Ont., Harbor and 700,000 bushel Elevator

other less favored districts, from all over Canada, and the town authorities generously and practically encourage all concerns which desire to establish new industries in its midst, and exhibit a spirit of self-sacrifice for the general welfare of the community which is much to be desired in other and larger towns.

Charles Barber and Sons.

Proprietors of the well-known Georgian Foundry at Meaford, Ontario, Charles Barber and Sons have for many years made a special business of manufacturing turbine water wheels, of which Charles Barber, sen., was the original inventor. By persistently following up and perfecting the details, as continual everyday experience of their working disclosed defects, this firm have finally produced a perfect turbine wheel to the satisfaction of manufacturers, mill, and plant owners throughout the country. This is easily demonstrated by the fact that two-thirds of Charles Barber and Son's output go to replace turbines of other makes, and invariably with gratifying results.







E. Y. Godfrey,
Mayor of Meaford, Ont.

WIARTON, ONTARIO.

The thriving town of Wiarton, Ontario, situate on the Georgian Bay, possesses one of the finest, most sheltered and picturesque harbors on the great lakes. Considering the town was so recently founded as the year 1864, Wiarton has made rapid strides, and was incorporated in 1864; it now has a population of about 3,000, which is steadily increasing. As an industrial centre very few towns of its size can surpass it. There are seven churches. The principal banking interests of the community are well provided for. The branch of the Canadian Bank of Commerce, that splendid institution, whose head offices are in Toronto, is ably managed by Mr. J. J. Acres, who is much interested in the progress of this town. The bank possesses remarkably commodious and elegant bank premises. The premises, too, of the Union Bank of Canada are modern, handsome, and perfectly appointed. Mr. O. U. MacMicking is the manager, and carefully watching the opportunities for profitable investment centered here. The various industries of Wiarton are the shipping interests, tugs, saw-mills, cement works, furniture factory, woollen mill, grist mill, foundry, sash and door factory, and the Dominion Fish Company, which has its headquarters here, and disposes of on an average 400,000 pounds of fresh fish each month. The two newspapers are the "Canadian" and the "Echo." The hotel accommodations are first-class, and are well patronized by tourists and sportsmen.

ORILLIA, ONTARIO.

One of the most prosperous towns in northern Ontario, Orillia is delightfully situated on the Couchiching Lake near its junction with Lake Simcoe. It has a population of over 6,000. Many thriving industries flourish here, and are especially growing in prosperity owing to the spirit of co-operation which penetrates the entire community. The industries comprise carriage making, flour milling, farming, the manufacture of mill machinery of all kinds, boat building, lumber, planing, and saw mills, furniture making, rug and carpet factories, brewing, etc., etc.

The banking interests of Orillia are especially provided for by the Traders Bank, controlled by Mr. G. Rapley, who has been associated with this branch for upwards of twelve years past, and has become one of the strong factors in the development of this thriving centre.

The Dominion Bank, that strong Toronto institution so ably managed, established its branch in Orillia thirty years ago, and has in those years been most closely identified with every movement. Mr. John Scott, a most able financier, being the manager of this branch.

There is no finer hotel accommodation in any town of its size in Canada. Visitors and tourists flock to enjoy the boating, sailing, fishing, hunting, attractive steamer trips, pure air, and magnificent scenery. Orillia is a pleasing combination of an energetic business town and a pleasure resort of rare variety of attractions.

Couchiching Tannery.

This important tannery was founded in 1875 by Mr. Crawford James Miller. The output averages at present upwards of 20,000 sides per annum, and it is rapidly increasing. The specialty of the firm is the celebrated Empire Union Oak Harness Leather, made from the finest native and imported steer hides. This is distributed throughout the Dominion from coast to coast, and has earned the reputation for being the very best leather made in Canada for use in the manufacture of harness. Mr. C. J. Miller is Vice-President of the Orillia Board of Trade, and was a prominent delegate to the British Chambers of Commerce Congress held in Montreal in 1903.

George Vick and Sons.

Established in Orillia upwards of half a century, Messrs. George Vick & Sons are the leading millers of the town and district. Manufacturing from the best of Canadian grain, the two special brands of flour for which the firm is celebrated are the Eclipse bakers' flour and the Lily Brand. They also handle chopped feed and coarse grains. The output is distributed all through the North Country and the North-West Ontario district. In addition to the milling business, Messrs. Vick & Sons have established a large and modern bakery in Orillia, and carry on also an extensive general provision and grocery business.

The E. Long Manufacturing Co.

There is no more prosperous concern, nor more complete plant, in Orillia than that of the E. Long Manufacturing Company. Established several years ago by Mr. Erastus Long, the business has rapidly developed, the company manufacturing all kinds of saw and shingle mill machinery and castings. Wood split pulleys, steam pipe fittings, injectors, inspirators, emery wheels, saws, and second-hand machinery are also largely dealt in. The company are also open to entertain export business. Catalogues and full information can be obtained from the E. Long Manufacturing Company at their offices adjoining the foundry, Orillia.



Steamers Wintering for repairs at the docks of the Collingwood Ship Building Co., Ltd.

COLLINGWOOD, ONTARIO.



Launch of the mammoth Steamer, "Midland King," at Collingwood Ship Building Co., Ltd.

T. Long and Brother, Limited.

In 1855 Thomas Long established himself in Collingwood as a flour and feed merchant, being joined by his brother in 1866. From that time the concern developed into its present extensive proportions as one of the largest universal supply stores in central Ontario. From occupying a store ten feet by twelve, the present company's premises consist of four three-storied stores, one hundred and fifty feet deep. Mr. Thomas Long is the President of the company, Mr. M. P. Byrnes the Manager, and Mr. J. M. Hopkins the Secretary-Treasurer.

WATERLOO, ONTARIO.

The thriving town of Waterloo, Ontario, is situate on the southern division of the Grand Trunk Railroad, and has a population of 3,649 souls. A large number of manufacturing concerns are established here, giving remunerative employment to the residents. Among the industries which flourish in Waterloo may be mentioned furniture manufacture, woollen mills, upholstery, distilling, shoes, brooms and brushes, brewing, agricultural implements, buttons, malting, and other miscellaneous enterprises. Special mention may be made of two of the most important concerns: the Waterloo Manufacturing Company, makers of traction and portable engines, threshers, ploughs, and agricultural implements, and the Park Brewery, the oldest brewers of lager beer in the Dominion.

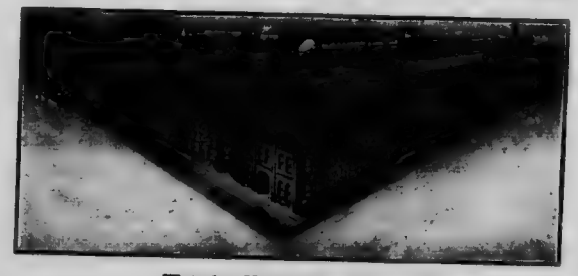


E. W. B. Snider
President Waterloo Manufacturing Co., Ltd.

Waterloo has fine educational facilities, is one of the healthiest towns in Canada, and is progressing rapidly, as new industries are being established there year by year. The banking facilities of Waterloo are amply provided for, the Canadian Bank of Commerce and the Molsons Bank having commodious branches established here. An enterprising centre, such as Waterloo, need experience no gloomy forebodings as to its future, which means growing rapidly in strength, population, and importance, as Canada itself as a whole is doing and must do. The development of Waterloo into a city of magnitude and importance is merely a question of a few years.

The Waterloo Manufacturing Company, Limited.

The threshermen of the Dominion of Canada, and they are legion, are all well acquainted with the merits of the "Waterloo" traction and portable engines, used in operating the splendidly equipped line of high-



Waterloo Manufacturing Co., Ltd.

class threshing machinery made by this company. They have been endorsed as the best that the inventor's brain and the mechanic's skill can devise and construct. They have reached an acme of perfection which is hard to improve upon, yet, from time to time, certain changes are found necessary, due to the changing condition of things, and for this reason the company is always on the alert, and are the first to adopt any invention or improvement applicable to a first-class threshing machine establishment. The "Waterloo" pneumatic wind stackers, band cutters, self feeders, waggon loaders, weighers, grain registers, etc., are eclipsed by no other makes, and a large variety of these and all the machines built by the company are kept in stock at the warerooms in Waterloo.

The Dominion Life Assurance Company.

This company was projected in the spring of 1888, by a group of enterprising citizens of the town of Waterloo, most of whom eventually found places on the original Board of Directors. The task of procuring the necessary capital stock was entrusted to Mr. Thos. Hilliard, who drew up the plans, prospectus, and charter of the company, attended to the passing of the latter through its various stages till it became an Act of Parliament, and in July, 1889, having procured $262,000 of subscribed stock with one-fourth thereof paid up in cash, opened the doors for business as Managing Director, with one clerk as his assistant. As an instance of the economy which characterized the management from the beginning, it may be noted that the total expense of organization was $1,329.00.

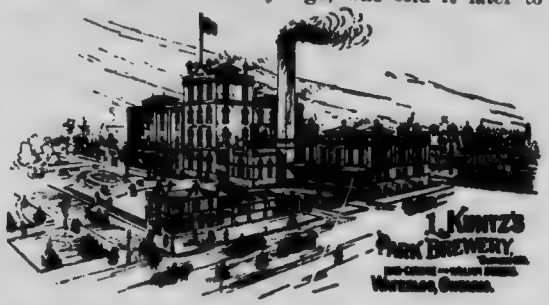
The distinctive features of the company were and are:—

1. Economy of management.
2. Separate classification for total abstainers, non-abstainers, and women, the mortality experienced in each of these classes being charged thereto from time to time.
3. Automatic extension provided for all policies upon which three yearly premiums have been paid. (This was the first Canadian company to introduce this privilege.)

In 1900 the authorized capital was increased to $1,000,000 with $400,000 subscribed, and $100,000 paid up in cash. After the first three years the shareholders received dividends which have steadily increased, and the profits distributed to policy holders have not, it is believed, been exceeded by any Canadian company. The surplus assets over all liabilities exceed that of most other companies, and its policy conditions include every real advantage that can be given in fairness to all. Hence, the company is deservedly popular amongst the best classes of business and professional men, and is steadily growing in popular favor.

L. Kuntz, Park Brewery.

One of the most important and oldest established breweries in Canada is the Park Brewery at Waterloo, Ontario, and was founded by the late Mr. D. Kuntz more than half a century ago, who sold it later to



his son Louis, who died in the year 1891. It was the first concern in Canada to brew lager beer. The extensive brewery is situated at King, Caroline, and William Streets, Waterloo, and is now under the able management of Mr. A. Bauer, who is also the executor of the L. Kuntz estate. The beer produced by the famous concern has an unrivalled reputation in all parts of the Dominion and has become identified as a Canadian national beverage.

SAULT STE. MARIE, ONTARIO.

One of the Busiest Towns in Canada.

Sault Ste. Marie, Ontario, has sprung into prominence as an industrial centre very recently. The waters of Lake Superior here tumble 19 feet to the level of Lake Huron, and in doing so furnish unlimited cheap power. For hundreds of miles back of the Sault lie inexhaustible resources of iron ore and timber wealth. Notable among the iron mines is the immense deposits at Michipicoten, where many millions of tons of ore have been surveyed, and where is located the famous "Helen Mine," now shipping upwards of 1,000 tons of ore per day. Rich deposits of gold and copper have also been found in the vicinity; besides, the most famous nickel mines in the world are right at our doors, and it is now proposed to be ready to produce nickle matte next year from the reduction works of the Lake Superior Corporation here. This combination of cheap power and raw products assures the industrial future of the place.

In the iron and steel industry the Sault will be the Pittsburg of Canada. It is situated in the middle of the continent with unequalled transportation facilities by water and rail. The Canadian Government has made plain its desire to foster and protect the manufacture of iron and steel.



The Wood Pulp Mill, the Chemical Pulp Mill, Reduction Works and Offices—Lake Superior Corporation.

To-day the Sault has great blast furnaces and the only steel rail mill in Canada. The demand for steel rails in Canada for the next five years is estimated at not less than 200,000 tons per year. Practically all of this is assured to the Sault Mill, and the larger part of the millions to be earned will be paid out for labor and material.

The iron and steel industry would make the Sault a great city even if the place did not possess the largest pulp mills in America, a large copper-nickel smelting plant, alkali works, reduction works, iron works, machine shops, car works, veneer factory, saw mills,

charcoal plant, and so on, all erected very recently. The programme for the immediate future looks to the establishment of other great industries.

The Royal Commission of 1900 on the mineral resources of Ontario reported (in part): "The evidence that Ontario possesses great mineral wealth is abundant and constantly increasing. Along the North Shore of Lake Huron from the mouth of the French River to Sault Ste. Marie, gold and silver bearing veins, iron, copper, galena, and immense quantities of marble have been discovered."



Shipping Scene at the Soo—Waiting to get through the locks.

Some $20,000,000 have been spent in and around Sault Ste. Marie by the Consolidated Lake Superior Company. Here is what has been built:—

A 20,000 H.P. canal.

Two pulp mills—ground wood and chemical.

Steel rail mill, which is now rolling 600 tons of rails per day.

Two blast furnaces, capacity 120,000 tons per month.

Charcoal plant which consumes 300 cords of wood per day.

Chemical works wherein caustic soda and bleaching powder are made.

The largest machine shop in Canada.

Reduction works, copper smelter, car shops, brick works, saw mill, veneer factory, etc.

A street railway system.

Eighty-five miles of the Algoma Central Railway in operation.

The Sault Ste. Marie Board of Trade will be glad to correspond with manufacturers to whom the resources and advantages of the district appeal.



Lake Superior Corporation's Steel Rail Mill, Sault Ste. Marie, Ont.
Capacity: 600 tons per day. Length: over a quarter of a mile.

BERLIN, ONTARIO.

The prosperous incorporated town of Berlin is situated 62 miles west of Toronto, on the main line of the Grand Trunk Railroad, at the junction of the Galt and Elmira branch of the same railway in Waterloo township, being the county seat of Waterloo County. Its chief industries are furniture, shirts, collars, suspenders, buttons, boots and shoes, felt, piano, and organ manufactories, tanneries, foundries, brewery and malthouse, grist, saw, and planing mills. The Ontario Sugar Company have erected a large and up-to-date refinery here. Its chief shipments are the products of its factories.

A number of large wholesale houses are established in Berlin, and large retail stores carry full lines of every commodity.

There are sixteen churches here of all the various denominations, a Roman Catholic College, high, public, and separate schools, and a free public library containing 6,500 volumes. Ten newspapers and magazines are published in the English and German languages. The town is lighted by gas and electric light, and connected by electric street railroads with Bridgeport and Waterloo. It is well provided with banks and other financial institutions, as well as fire and life insurance agencies, telephone, G.N.W. and C.P.R. telegraph systems, and the Canadian and Dominion Express Companies. Berlin has a population of nearly 10,000 souls, and is accounted one of the most progressive towns of its size in Canada.

The Ontario Sugar Company.

One of the most important of Berlin's industries, recently established, is that of the Ontario Sugar Company, which has erected a splendid refinery with a capacity of 600 tons, at a cost of $600,000, for the purpose of making the first beet sugar ever made in Canada. In a very short space of time this pioneer company's product has become known throughout every part of the Dominion. The sugar plant factory covers about ten acres. The plant and room required for yards, etc., takes up about 40 acres. The main building is 314 feet long, and averages 64 feet in width. It is partly two and partly three storeys in height. Connected with it is the warehouse, and the two buildings have a total frontage of 460 feet. The main building contains all the complex and massive machinery required to convert the raw beet into the purest granulated sugar. There are several subsidiary buildings, such as lime house, boiler house, cooperage, blacksmith shop, seed warehouse, etc. The plant requires about 5,000,000 gallons of water daily. The capacity of the farmers' and railway sheds, 8,000 tons of beets. In fact, the plant is the most modern and up-to-date model of a sugar refinery on this continent.

The President of the company is Mr. Hugh Blain, of Toronto; the Secretary, Mr. E. R. Greig, of Toronto; the resident Manager at Berlin is Mr. A. M. Gelston. Canada can now make its own sugar from sugar beets grown on Canadian soil by Canadian growers. The Ontario Sugar Company's business success is already assured.

The Williams, Greene and Rome Company, Limited.

The Williams, Greene and Rome Company, Limited, was organized in 1889, for the manufacture of shirts, collars, and cuffs, and the business has now



Williams, Greene & Rome Co., Ltd., Berlin, Ont.

grown to be the largest of its kind in Canada, employing between 500 and 600 hands. The company's factories at Berlin are a handsome pile of buildings, and contain 67,000 square feet of floor space, and the plant is continually kept modern and up-to-date in every respect. The "W. G. and R." trade mark is a trade mark of excellence. Mr. S. J. Williams is President, Mr. J. J. Pollock, Vice-President, and Mr. A. B. Musselman, Secretary-Treasurer.

Lippert and Company.

Established in 1899 Lippert and Company manufacture parlor and dining-room chairs, book cases, hat racks, centre tables, and furniture. The firm employ upwards of sixty expert hands. The products of the Lippert factory, equipped as it is with the most modern machinery, bear a great reputation for durability, style, finish, and workmanship, and the business therefore has assumed large proportions, and is constantly increasing.

PEMBROKE, ONTARIO.

One of the most thriving and prosperous of Ontario towns, Pembroke, the county seat of Renfrew, situated on the Upper Ottawa River, on the eastern division of the Canadian Pacific Railroad, and on a branch of the Canada Atlantic Railroad, has a population of between 5,000 and 6,000 people. The lumber, flour milling, and various tool machinery manufacturing industries flourish, while the Pembroke Navigation Company, and the boating and boat-building concerns about Pembroke, provide capital headquarters for the tourist and sportsman. There are a number of fine buildings in the town, which also has good hotel accommodation.



Pembroke Branch, Bank of Quebec.

The Quebec Bank occupies very fine premises in the larger of the two fine Munro blocks, Mr. P. De Strickland being the local manager.

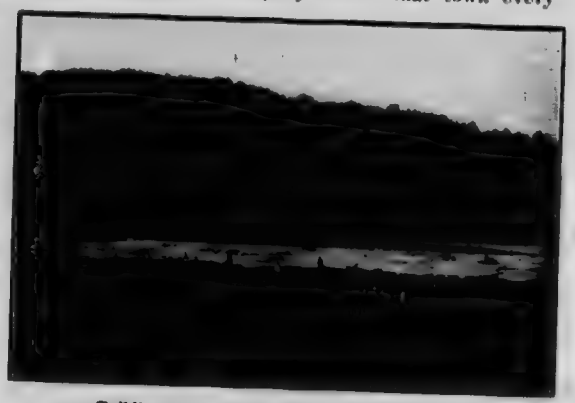
The Bank of Ottawa also own a commodious building, Mr. F. V. Mulkins controlling the management of the branch.

The Pembroke Board of Trade, of which Mr. Archibald Foster is President, and Mr. S. E. Mitchell is the indefatigable Secretary, takes a deep interest in the welfare of the town, and is not a little responsible for the present prosperity which distinguishes Pembroke over many other Canadian towns of larger size.

Mr. S. E. Mitchell has also for many years acted as Police Magistrate at Pembroke.

Pembroke Navigation Company.

For a stretch, of nearly fifty miles above the town of Pembroke the Upper Ottawa River forms an unrivalled summer resort. The steamers of the Pembroke Navigation Company leave that town every



Building a Lumber Raft near Pembroke, Ont.

morning during the spring, summer, and fall at 8.30, and make the trip to Des Joachims, returning to Pembroke at 5.30 the same evening. A more beautiful summer trip cannot be found in America, a run of forty-five miles through unrivalled scenery combining the loveliness of the famous Thousand Islands with the grandeur of the celebrated Saguenay. The company's magnificent steel steamer "Victoria" is the principal boat running, and no resident or visitor should miss this trip.



Pembroke Branch, Bank of Ottawa.

The National Manufacturing Company, Limited.

This prosperous town of Pembroke is the home of many important industries, and among the largest is that of the National Manufactu' ng Company, Limited, which manufactures cream separators and scales, and has now attained an annual output of the value of $500,000. The company exports manufactured goods



Steamer "Victoria," Pembroke Navigation Co

(principally to England and South Africa) to a considerable value. The business was originally established in 1878, and has gradually grown and developed, until it has reached its present extensive proportions, an average number of 125 hands being now constantly employed.

The National Manufacturing Company, Limited, has laid itself out to make a specialty of handling patent cream separators, and offers the most convincing



National Manufacturing Co., Ltd.

proofs of the superiority of their especial manufacture, namely, the *Uneeda Cream Separator*, from scientific, mechanical, financial, and economic standpoints over any similar contrivances on the market.

To demonstrate the confidence placed by the company in the Uneeda Cream Separators, it makes the following proposition, which is here quoted from the company's catalogue:—

AN ABSOLUTELY FREE TRIAL.

"Any dairyman in America located where he cannot have attention from one of our agents who will demonstrate to him personally the efficiency and superiority of our machines, can arrange with us for an absolutely free trial of any of our Dairy Sized Separators. The machine will be loaned free of cost for the purpose of a trial, and there will be no obligation whatever to buy or keep it if it is not satisfactory in every particular or fails to prove its superiority in every essential detail over any competing machine. All we ask is a guarantee for its prompt return in case it is not wanted."



On the Upper Ottawa, near Pembroke.

Send it back by the next train if it doesn't suit.

The above quotation speaks for itself, and the fact that the manufacture of the Uneeda Cream Separators now taxes the resources of this large and important concern to the utmost, encroaching on the scale and other branches of manufacture undertaken by the company, sufficiently demonstrates the importance to the farming and dairy industries of the Dominion of these modern improved and unrivalled machines.

Full descriptive illustrated catalogues and pamphlets are obtainable from the National Manufacturing Company, Limited, Pembroke, Ontario.

The Pembroke Lumber Company.

Established in 1890 at Pembroke, Ont., the average annual output of the saw and planing mills of the Pembroke Lumber Company is from 12 to 15 million feet, at an estimated value of $300,000. The timber used by this concern is taken from the Dumoine and Petewawa Rivers, and is of exceedingly choice quality. The company makes a specialty of the manufacture of ship planking, quartered squares, deals, etc. Some three hundred hands are constantly employed. The President of the Company is Judge Thomas Deacon; the Directors, Hon. P. White, P. White, Jr., R. A. Dunlop, John Bromley, and C. Chapman, and W. H. Bromley the Manager. The mills of the company are fitted with the most modern and up-to-date plant of lumber machinery.

The Pembroke Milling Company, Limited.

One of the oldest established and most thriving businesses in Pembroke is that of the Pembroke Milling Company. It was founded in 1845 by the late Alexander Moffatt, passing at his death to his sons, William and Alexander Moffatt. Purchased in 1882 by W. B.



The Pembroke Milling Co.

McAllister, it was sold to the present Company in 1893. The company's flour is celebrated over a wide area for its exceedingly fine qualities. An extensive business as grain dealers is also transacted by the company. The mill is a picturesque feature of the town, which, originally a frame building, in 1862 was rebuilt in stone, and enlarged and added to in 1885. It has a capacity of 150 barrels per diem.

The President of the company is Mr. Archibald Foster, Mr. Alexander Millar being Managing Director and Secretary-Treasurer.

Thomas Pink.

The lumber industry is one of the most important in Canada, and the Standard lumbering and driving tools in universal use throughout not only the Dominion, but many parts of the United States, New Zealand, South Africa, and Australia, are made by Thomas Pink, of Pembroke, Ontario. Establishing himself in that town in 1866 as a founder, blacksmith, and machinist, Mr. Pink speedily achieved a splendid reputation for the quality of his lumber tools, and consequently made a specialty of their manufacture. The materials used are all of the best procurable iron and cast steel combined, with handles of split maple wood instead of sawn, which guarantees a straight grained handle.

Mr. Pink's commodious machine shops at Pembroke are also fully equipped to handle all classes of mill and steamboat repair work.

Thomas Mackie.

The subject of this sketch, Thomas Mackie, was born in the city of Ottawa in 1840, being the son of David Mackie, of Glasgow, Scotland, and Eliza Thompson, his wife, of Edinburgh, Scotland. Mr. Thomas Mackie became one of the best known men in the lumber trade of the Dominion, and accumulated an ample fortune. In 1872 he married Miss Jessie Shaw, of the county of Renfrew, Ontario. In 1896 Mr. Mackie was elected to represent North Renfrew in the Liberal interest in the House of Commons, and was re-elected at the general election of 1900, defeating the Hon. Peter White on each occasion, but was defeated by that gentleman in 1904. Mr. Mackie has large commercial interests, and resides in Pembroke.

Dunlop and Company.

The firm of Dunlop & Company, of Pembroke, was established in 1869, and ever since that year has been engaged in an extensive wholesale and retail hardware business. During that period the town of Pembroke has increased and improved with rapid strides, and its development, and that of the surrounding districts, has occasioned the steady increase of this kind and other old established concerns. Messrs. Dunlop & Company make a specialty of wholesale lumbermen's hardware.

George Gordon and Company.

Prominent among the leading lumber firms of Ontario, the firm of George Gordon & Company, of Pembroke, are extensive manufacturers of sawn lumber, lath and shingles, square, waney, and dimension timber. The firm is composed of Messrs. George



George Gordon and Company's Mills.

Gordon, R. Booth, and R. W. Gordon. The saw mills of the firm, with planing mills and lumber yards in connection, are situated at Cache Bay, Ontario, and have unrivalled water and railway facilities, thus enabling the firm to distribute their output with promptitude, and to fill extensive orders with the utmost despatch. The timber used by George Gordon & Company is of especially choice character, and consequently the firm enjoys an enviable reputation for the quality of their manufactures. The chief offices are located at Pembroke.



George M. Rawlins' Pembroke Planing Mill.

H. Irwin.

Alderman Irwin, of Pembroke, has fulfilled the onerous duties of Superintendent of Streets and Highways for that town for a long time, until they have become metamorphosised, and are a pride and pleasure to the community, since he assumed his position. A business man of great acumen, taste, and judgment, as alderman, too, he is reliable and thoroughly conscientious in the discharge of all his public duties. He owns the leading jewelry store in Pembroke, which is situated directly opposite the Copland House, the principal hotel, and has established a fine business, which he manages to superintend without encroaching on the time he devotes to his labors for his fellow-citizens.

PARRY SOUND, ONTARIO.

Parry Sound, a town of 3,000 inhabitants, is one of the most beautiful summer resorts in Canada. Built upon the granite hills, where the Seguin River empties into the Sound, the view from the Belvidere Hill rivals any to be seen in the Dominion. The town itself is dependent upon the lumber industry for its progress, but the attractions for tourists, sportsmen, fishermen, and others are so great that no mean part of the deserved prosperity of this charming spot is derived from the visitors during the long summer season.

The fishing in the Georgian Bay and surrounding lakes is unsurpassed.

By the Canada Atlantic Railway, the shortest way of getting there, the distance from Ottawa is 256 miles.

The Bank of Ottawa has a fine building here. The branch is ably managed by Mr. H. Y. Complin.



Bank of Ottawa, Parry Sound.

The Parry Sound Yachting Fleet.

One of the greatest attractions to visitors in the Summer season to Parry Sound is the splendid service of the steamers of the Parry Sound Yachting Fleet, which is controlled by Mrs. C. E. Pratt, an enterprising American lady from Buffalo, who also owns Mowat's Island, an island about five miles from the town, where she has erected splendid Summer accommodation, pavilions for dancing, bathing houses, and made it the most



Pavilion and Picnic Grounds at Mowat Island, belonging to the Parry Sound Yachting Fleet.

attractive spot also for picnic and fishing parties. The waters of the Sound are traversed in every direction by these comfortable steamers, which meet all incoming trains. The company also rent steamers by the day or week, and for moonlight excursions, at moderate rates. Booklets and every information can be obtained from Mrs. Pratt, at Parry Sound.

The Conger Lumber Company, Limited.

Established in 1882, one of the principal manufacturing concerns at Parry Sound is the Conger Lumber Company, which is justly noted for the excellent quality of its manufactures. The company's mill has already an average annual output of 15,000,000 feet of pine and hemlock lumber and lath, and an additional large stave and heading mill. Some 200 hands are regularly employed. The company's vast timber limits consist of the Townships of Conger and Cowper on the east shore of the Georgian Bay, and the timber is of a very fine quality. The company export to the United States and Great Britain. The officers of the company are W. H. Pratt, President; W. B. Maclean, Secretary-Treasurer; and R. W. George, Manager. The chief office is at Parry Sound.



Parry Sound Lumber Company's Mills.

The Parry Sound Lumber Company, Limited.

The business carried on by the Parry Sound Lumber Company, Limited, was established in 1871, by A. G. P. Dodge and J. C. Miller, and has grown to be one of the most important in Canada. The authorized capital of the company is $300,000. The company operates a large saw mill and also a box and shingle manufactory at Parry Sound. The average annual output of the concern is 25 million feet of lumber, shingles 15 millions, lath 10 millions, at an estimated value of $500,000. One-half of the output is exported to Great Britain and the United States. The mills employ 500 hands. Mr. J. B. Miller is the President, and practically the owner of the business. The head offices are at 74 Home Life Building, Toronto.



One of the Parry Sound Yachting Fleet, Mowat Island.

Rosepoint Summer Resort.

Beautifully situated at Rosepoint, Ontario, in the Inside Channel, amongst the most picturesque islands of the famous "Thirty Thousand Isles of the Georgian Bay," this excellent resort is becoming more popular, better known, and more generally patronized every year, and all who visit are loud in their praise of its lovely situation, its many attractions, and its home comforts. The views over the lake and islands from the verandahs of the Hotel are simply superb. Cool, shaded, and protected from lake storms, Rose Point is an ideal retreat for those seeking absolute rest amidst the most picturesque of Nature's beauties. The hotel equipments are of the very best, with every modern and up-to-date luxury and appointment. There is accommodation for upwards of 200 guests. The fishing grounds are adjacent. The hotel has its own private landing stage and boat houses and vegetable gardens. Rose Point Station, on the Canada Atlantic Railroad, is close by. The proprietor is Mr. W. F. Thompson.

The Belvidere.

The name "Belvidere," which means "Beautiful View," is most appropriate for this hotel, being situated on an eminence 590 feet above sea level, commanding beautiful views of the "Sound" with its lovely shores and numerous islands, and of the famous South Channel. Its altitude ensures for its guests pure, fresh air at all times, which is so beneficial to those seeking rest from everyday busy life, the picturesque scenery is of itself a sufficient attraction without the exertion which in some localities is necessary for the enjoyment of nature's beauties.

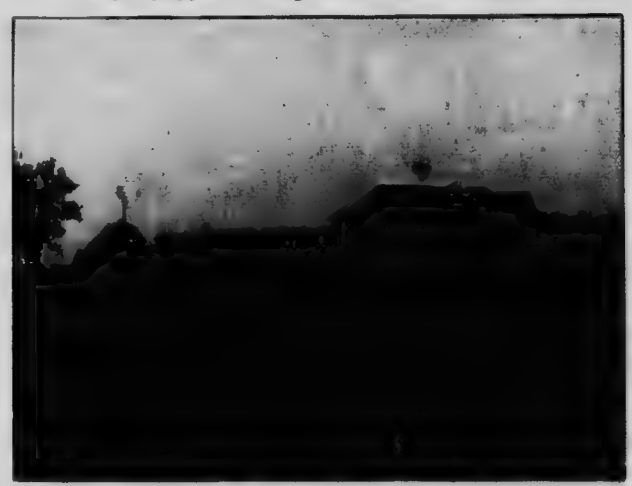
This hotel is strictly first-class in every respect, and it is on the American plan; in the dining-room our tables are supplied with every known delicacy and of the best quality.

Vocal and instrumental concerts are held each evening, which have been a source of great pleasure to our guests of former years; these we hope to make still more attractive; also the social hops which a number of our guests have enjoyed will be continued. The tennis courts have again been put in first-class order.



PETERBOROUGH, ONTARIO.

Peterborough, Ontario, has the largest population of any town in Canada, viz.: upwards of 14,000, and enjoys many advantages over the larger cities of the Dominion from both a business and residential point of view. The town is a healthy and pleasant and economical place in which to live. The town owns an excellent system of waterworks, and water rates are low. There is a good system of sewers. Electric light is supplied very cheaply. There is a collegiate institute, and nine other public schools. There are twelve churches, and all leading denominations are represented. The Government has good public buildings for post office and inland revenue offices. There is a well furnished public library, and a large and admirably equipped Young Men's Christian Association building. Two large and well appointed hospitals are provided for the sick.



A Comfortable Home in Canada.

Peterborough has two large parks and several smaller ones, two of which are in the centre of the town. Beautiful and popular summer resorts are within easy distance of the town, situated on Chemong, Stony, Buckhorn, Rice, and other lakes and on the river.

The river Otonabee and Trent Canal pass through the town, and furnish excellent water power. In Peterborough and neighborhood there are ten dams already constructed, and at five of them the power is developed. Where the plans for augmenting the available power have been carried out it will amount to proportionately 40,000 horse-power.

The Trent Waterway (a series of very short canals connecting large lakes and rivers) is being constructed, and will give water transportation to Lake Ontario, to the south, and the Georgian Bay, to the north. The hydraulic lift lock at Peterborough, on this canal, is the largest on the American Continent, being 65 feet high, and vessels are raised this height and sent on their way in eight minutes.

Peterborough is on the lines of the Canadian Pacific and Grand Trunk Railways. It possesses a number of large and flourishing industries; among the manufactures may be mentioned electric appliances, cereals, lumber, sawmill, and mining machinery, cordage, woollens, canoes, tents and sails, pork packing, sugar, machinery of various kinds, etc.

The banking facilities of Peterborough are of the highest character.

The Canadian Bank of Commerce has one of its most important branches here. Mr. D. Hughes Charles is the Manager. Mr. Charles is prominently identified with the progress of the city, and the Bank of Commerce under his direction is a strong feature in the development of Peterboro'. Mr. Charles has been honored with election to the Presidency of the Board of Trade, and other positions of trust.

The Bank of Montreal is represented in Peterboro' with a very strong branch, giving the city the benefit of the tremendous resources of this splendid financial institution, which is one of the strongest in the world. The Peterboro' branch is under the direction and management of Mr. E. Eardley Wilmot, who has established a most enviable reputation in this line, and is one of the progressive citizens who are to be depended upon to look after the best interests of the city.

The Ontario Bank transacts a large volume of business in Peterboro' and neighborhood. Mr. John Crane is at the head of the branch. The head office of this bank is located at Toronto. The Peterboro' branch, under the direction of Mr. Crane, has come to be one of the most important links in its chain of outside branches.

These leading institutions, with other financial resources, provide the manufacturers and merchants of Peterboro' an abundance of working capital, and are disposed to look favorably upon new enterprises, and stand ready to provide fully for worthy applicants.

Canadian Cordage and Manufacturing Company.

One of the most important industries in Canada, which have established headquarters at Peterborough, is the Canadian Cordage and Manufacturing Company. It has one of the most complete, modern and up-to-date cordage factories on the continent. The machines are all new, and manufactured for this company by Messrs. Fairbairn, Lawson, Combe, Barbour Company, Limited, Belfast, Ireland; the Hoover and Gamble Company, of Miamisburg, Ohio; John Lloyd, of New York; and the Lockwood Manufacturing Company of Boston. The factory has a capacity of ten tons of binder twine per day, eight tons of rope per day, and two and a half tons of lath yarn per day. By combining the business of manufacturing binder twine, rope, and cordage, the greatest efficiency, flexibility, and economy is obtained in the operations of the factory, and the output of the factory in any one line can be substantially increased by lessening the output of other lines.



Canadian Cordage and Manufacturing Company, Limited.

Knowing the great advantage of the services of experts in every department, the company have employed as foremen for the different departments men who have a thorough knowledge of the business, who have gained their experience in some of the largest and the best equipped cordage factories in the United States.

There is an unlimited market in Canada for binder-twine, rope, and cordage, and the demand is increasing year by year. The demand for cordage of all kinds is increasing constantly in Canada on account of the large pulp mills, which are being erected in the provinces of Quebec, Ontario, and other parts of Canada, and the immense lumbering and mining operations which are increasing year by year in Ontario, British Columbia, and other parts of Canada. The large cattle ranches and farms of the North-West, and the increasing trade carried on on the Great Lakes and inland waters, demand a constantly increasing quantity of cordage of all kinds. In addition to the Canadian markets, this company is in a position to compete on equal terms and on common ground with the American manufacturers in the United States on that class of twine that enters their ports free of duty. The consumption of binder twine in the United States is estimated at 150,000,000 pounds per year; of this it is admitted that about 50 per cent could be admitted free of duty. The South American Republics, the West Indies, and other foreign countries, open up a wide field for twine, rope, and cordage of all kinds on a fair margin of profit.

A strong feature of the company is the establishment of Local Advisory Boards in different counties, a list of which may be obtained on application to the company. It is a noticeable fact that the company have secured the services of these boards of leading and responsible men in each district, all of which are shareholders of the company, thereby assuring the success of the future operations of the company. Their duty will be to give advice and information to the head office of the company, situate at Peterborough.

The President of the company is Mr. Adam Hall; Mr. John Lang, M.P., and Mr. Thos. Blezard, ex-M.P.P., are Vice-Presidents; Mr. Jas. S. Latimer and Mr. J. A. Bennett are on the board; while Mr. R. M. Glover is Secretary, and the Ontario Bank finances the institution. Mr. A. H. Sykes is the General Manager.

The Dickson Company, of Peterborough, Limited.

The head offices of this company are at Peterborough, where one of its principal saw mills is situated, the other mill being located at Lakefield. The company manufactures lumber, square timber, lath, shingles, etc., on a very extensive scale, and is rated among the leading lumber concerns of the Dominion. Mr. J. C. Shook is the general manager of the Dickson Company of Peterborough, and is one of the most experienced men associated with this industry.

J. J. Turner and Sons.

Thirty-six first prizes at exhibitions, including the First Prize at the World's Fair, Chicago, in 1893, stamps the products of the Peterborough firm of J. J. Turner and Sons as the highest class. This firm manu-



J. J. Turner & Sons.

factures and supplies sails, tents, flags, awnings, and waterproof goods, hammocks, camping goods, hospital tents, surveyors' tents, contractors' tents, boarding-house tents, lumbermen's tents, horse tents, exhibition tents, waterproof clothing for men, horse and wagon covers, coal bags, nose bags, tent bags, clothes bags, peg bags, canvas and other sporting supplies. A large export trade is done with Great Britain. Established 36 years, the factory and show rooms in George Street, Peterborough, are the largest and best equipped in Canada. Eight representatives are employed upon the road. The goods made by J. J. Turner and Sons bear the reputation of equalling any in the world.

W. H. Meldrum.

Mr. Meldrum's fine new flour and cereal mill is located in the centre of Peterborough, and is operated by electric power, with modern methods and modern machinery with a capacity of four hundred barrels per day. The buildings are of brick, with concrete foundations, the main building being four and one half stories, 124 by 40 feet, with wing running east 40 by 50 feet. The grain elevator has a storage capacity of about 50,000 bushels. The buildings are of the latest design, and a large feed mill to use up the by-products has been planned. Flour, rolled oats, oatmeal, split peas, pot barley, corn meal, and other patented cereals and breakfast foods. Mr. W. H. Meldrum is also the Managing Director of the Otonabee Power Company, which, although only incorporated in 1903, already supply upwards of five hundred houses with electric light.

Toronto Savings and Loan Co.

This is one of the most important financial institutions in Canada. Founded twenty years ago, with headquarters at 437 George Street, Peterborough, the paid up capital is $1,000,000, the reserve fund $480,000. The Toronto Savings and Loan Company has done much to increase the thrift of the general public, besides earning liberal dividends to the shareholders. The officers of the company are Hon. George A. Cox, President; Richard Hall and Aaron A. Cox, Vice-Presidents; W. G. Morrow, Manager; and H. W. Morphet, Secretary. The agents in Great Britain are Messrs. Finlayson, Auld and Mackechnie, Glasgow.

A. McDonald.

The extensive lumber business of Mr. A. McDonald was established in Peterborough thirty years ago by John McDonald. The large saw mill is run by steam power, while electric power is used in the box factory. Mr. McDonald manufactures and deals wholesale and retail in all kinds of sawn lumber and dimension timber, cedar posts, ties, dressed lumber, boxes and box shooks. The average number of employees is 120. Mr. McDonald owns extensive timber limits in Cavendish and Harvey Townships, Peterborough County, the timber being of excellent quality, ensuring the highest grade in the manufactures. A considerable quantity of the output is exported to the United States.

Politically, the people of Canada are divided into two parties—the Liberal and the Conservative. The former is at the present time in control. At the last elections in November, 1904, the Liberals were returned with a very decisive majority, which plainly indicated the general satisfaction Sir Wilfrid Laurier's Government had given to the people.

Canada is full of romance. She has been the seat of wars. Her cities are dotted with monuments erected to the memory of her heroes. Religious strife has left its scars in many places. The folk lore in her rural districts is distinct. Her scenery is grand, and an inspiration. She is a nation within herself, with her own traditions, her own history, and above all her own unbounded resources.

THE CITY OF BELLEVILLE.

Incorporated 1878.

CHIEF ADVANTAGES:

Healthful Locality.
Good Educational Facilities.
Low Taxation.
Good Market.
Boating and Fishing.
Up-to-Date Stores.
First-class Surrounding Country.

Belleville, situated about 100 miles east of Toronto, and about 200 miles west of Montreal, is one of the most beautifully-located cities in Canada, being on the River Moira, at its confluence with the Bay of Quinte, in Thurlow Township, in the county of Hastings, of which it is the county seat. As a place of residence Belleville is most attractive. It is charmingly situated in the valley through which the Moira flows and on the hills which



Front Street, Belleville, looking south; City Hall in the distance.

rise abruptly on either side of the stream, whilst to the south is the Bay of Quinte—a paradise for the angler, the yachtsman, and oarsman. Front Street, the principal business street, Pinnacle, and Mill Streets lie in the valley on the east side of the river, whilst on the west side are Coleman, Water, and a number of other less important streets. On the eastern and western hills are the residences of the great majority of the business and professional men of the place. The streets are all bordered with shade trees, which in summer give them a cool and pleasant appearance, whilst the many handsome buildings and the well-kept lawns show to great advantage.

The Market is not excelled in Ontario, and consequently the housekeeper has ample opportunity for choice, as the supply is large and prices more moderate than in most cities.

There are two daily and two weekly newspapers published in Belleville, namely, the "Daily Intelligencer" and "Weekly Intelligencer" (Conservative), and the "Daily Ontario" and "Weekly Ontario Chronicle" (Reform).

Belleville contains superior educational institutions, among which Albert College, the Ontario Business College, St. Agnes Ladies' School, and the Deaf and Dumb Institute, are the most prominent. The Albert College was opened in 1857, and has since been in successful operation.

There is a Public Library containing several thousand volumes, a Hospital and Home for the Friendless, under the auspices of the Women's Christian Association, also one of the finest Opera Houses in the Province, and several other entertainment halls. There are belonging to the various religious bodies 15 churches, some of them amongst the largest and most elegant in the country, also a vigorous Y.M.C.A.

Belleville is the main terminal point of the Midland Railway System of the G. T. R., and which also connects with the main line of the Canadian Pacific Railway at North Bay, and with the various branch lines of that system at other points. It is the most im-



Belleville Harbor and Victoria Park.

portant place upon the main line of the Grand Trunk Railway, between Montreal and Toronto.

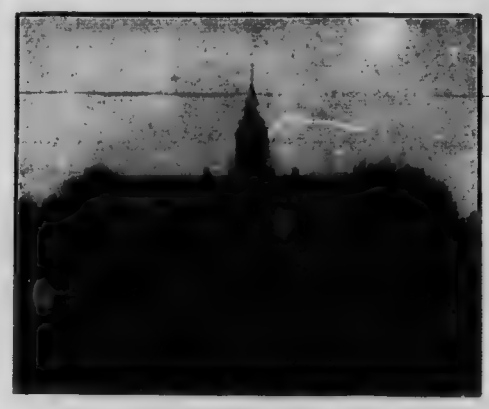
During the season of navigation, Belleville has steamboat connections from the head of navigation to



Albert College.

the sea. Belleville is situate in the centre of one of the richest agricultural districts in Canada. There are also mines of iron, gold, lithographic stone, and asbestos existing a few miles north of the city, adjacent to the line of railway, some of which are being worked.

The stone quarries and brick kilns produce great abundance of building material, and situated near the eastern limits of the city is the largest cement-works in Canada.



Deaf and Dumb Institute.

Labor of all kinds is also abundant, and at fair daily wages.

The following Banks have branches in the city, to wit: The Bank of Montreal, the Merchants Bank, the Bank of Commerce, and the Dominion Bank.

There are few cities in Canada having better or more up-to-date stores.

The assessment value of property is about $4,000,000. The population is over 10,000. While the average taxation per head in the cities of Ontario is $12.20, in Belleville it is only $9.65.

The streets are lighted with electric light and gas. The city owns and operates the waterworks and gas works.

The death roll is the lowest in the Dominion on account of the healthy character of its situation.

There are about 26 miles of excellent roads, about 10 miles of granolithic walks, and about 30 miles of good board walks in the city.

The chief industries are: The cement works, rolling mills, lock works, two shirt factories, lantern and tin-



Bridge Street, Belleville, looking East.

ware manufactory, cold storage and evaporator, fruit and vegetable canning factory, mining machinery and tool works, woollen mill, two flour mills, two foundries, three sash and blind factories, a pottery, brewery, and a distillery.

The city officials will be glad to answer requests for information.

In ten years the population of Canada will have been doubled, and they will be able to send to Britain every pound of breadstuffs the country needs.—Lord Strathcona.

The area of the Dominion of Canada is 3,745,574 square miles, while that of the United States is 3,610,035. Canada includes in extent perhaps the largest area of arable land to be found in any country in the world.

The waterways of Canada are not only one of the sources of her great beauty of natural scenery, but will be one of her immense tributaries of wealth. Wherever Canada's resources abound there too are her rushing rivers with their never failing, never decreasing power ready for the harnessing, to turn the latent natural wealth of the country into material profit.

The Belleville Canning Company.

The celebrated "Queen Brand" of Canadian fruit and vegetables is well-known throughout the British Empire, and has been packed since 1890 by the Belleville Canning Company, a firm which is now composed of Messrs. R. B. Mordern and S. P. Hagerman. The



The Belleville Canning Company.

company exports largely to England and South Africa, besides distributing all over Canada. The principal goods exported are apples, peas, corn, and tomatoes, and these canned goods are guaranteed to keep their delicate and exquisite flavor in any climate. In addition, the company largely manufacture and pack catsup, pork and beans, pumpkin, and fruit pulps. The extensive factory and plant at Belleville, Ontario, is one of the most modern and up-to-date in Canada.

Graham Company, Limited.

The business of Graham Company, Limited, was established by Ketcham Graham, formerly M.P.P. for Belleville, Ontario, who built the first joint stock cheese factory in the Dominion. This is the largest concern in Canada manufacturing and dealing in the finest dessicated vegetables, evaporated apples, canned fruits, vegetables, bacon, and all kinds of pork products. The company possesses the largest refrigerator storehouses in Central Ontario, dealing extensively also in cheese, butter, and eggs, exporting to Great Britain, South Africa, South America, and the continent of Europe. The head offices and factories are at Belleville, Ontario, with branch factories at Goderich, Arkona, Norwich, Stratford, Ridgetown, Port Elgin, Chatham, Kingsville, Ameliasburg, and Bowmanville in Ontario, and others in the States of Michigan and Illinois. Mr. R. J. Graham, the Managing Director, is also Vice-President of the International Apple Shippers' Association.

The Indian population of Canada is less than 100,000, one-fifth that of her neighbor on the south, the United States.

GUELPH, ONTARIO.

As one of the busiest, most thriving and, therefore, important manufacturing towns in the Dominion of Canada, Guelph, Ontario, occupies a foremost place in the ranks of the cities and towns which are playing, and destined to play, a great part in the future prosperity of Canada. The town of Guelph is situated in one of the most beautiful sections of Wellington County, Ontario, and has a population of nearly 12,000 inhabitants. Almost every modern industry is represented in Guelph: the manufacture of agricultural implements, carriage goods, lumber, pianos, axles, biscuits and confectionery, wire springs, and all the usual ordinary products for use in the western provinces and territories of Canada, is extensively carried on in this town.

The transportation facilities of Guelph are equal to those of any place in Canada of its size, being situated on the main line of the Grand Trunk, and on the Guelph branch of the Canadian Pacific Railroad.

The banking interests of Guelph are amply provided for by the branch of the Canadian Bank of Commerce, which was established in this town in 1889, Mr. J. M. Duff being the resident Manager. The Guelph branch of the Dominion Bank of Canada was established in 1887, and transacts a large business in this district, Mr. H. C. Schofield being the resident Manager.

In 1885 the Traders Bank of Canada established its branch in Guelph, and may be said to be recog-



Interior View of the Dominion Bank, Guelph, Ont., Branch.

nized as one of the foremost financial institutions of the place. The paid-up capital of the institution is $1,500,000, to which a reserve fund of $350,000 has been added. This bank has always maintained a reputation of the highest order for the superior management of affairs and the liberal principles on which the business is conducted. The resident Manager is Mr. A. F. Jones.

Among the principal manufacturing industries in Guelph may be particularly mentioned the Bell Piano and Organ Company, Limited. The pianos, organs,



Canadian Bank of Commerce, Guelph.

piano-players, and "Bellolian" self-players have a world-wide reputation. The works of this company employ a very large number of hands.

The Raymond Manufacturing Company was established in 1862, and now employs over 300 hands. The principal products of this important concern are sewing machines and cream separators.

The Louden Machinery Company are manufacturers of barn-door hangers, hay tools, and hardware specialties. At the Louisiana Purchase Exposition, held at St. Louis, 1904, the company was awarded the First Grand Prize and Gold Medal for their hay tools and



The Raymond Manufacturing Company.

stable equipments; also the highest award and a gold medal for their barn-door hangers, and a gold medal on their feed and litter carrier.

Guelph has numerous other industries and is an animated centre of industry, manufacture, and enterprise, as well as being a desirable place of residence.

James Goldie Company, Limited.

The fine mills of the James Goldie Company at Guelph rank among the highest of the flourishing mill industries of Ontario. The buildings comprise a substantial six storey stone structure with additions, occupied for milling purposes, with a grain elevator and warehouse of large capacity adjoining. The mills are equipped with all the latest improved roller process machinery, and have a capacity of 600 barrels per day. The chief products are marketed under the names of "People's" and "Maple Leaf," both strictly high-grade flours. These products are shipped to all parts of Canada, while a large export trade is also done.

These mills were bought by James Goldie in 1868 and incorporated under the present style and title in 1898. The officers of the company are James Goldie, President; John Goldie, Vice-President; and Roswell Goldie, Secretary-Treasurer. These gentlemen are among the best known business men of Guelph, and are identified with numerous institutions. The name of Goldie is well and favorably known throughout the Dominion, and as their mills have every facility for attracting and holding trade, they promise to long retain the important position they now occupy.

The Ontario Bank.

The Ontario Bank was incorporated in 1857, with its head office at Bowmanville, Ont. In the year 1891 it was decided, in order to facilitate the business of the bank, to remove the head office from Bowmanville to Toronto.

The present Board of Directors is composed of the following gentlemen: Mr. George R. R. Cockburn, President; Mr. Donald Mackay (of Gordon, Mackay, & Co.), Vice-President; Hon. Richard Harcourt (ex-Minister of Education), Mr. R. D. Perry, Mr. R. Grass, Mr. Thomas Walmsley (Scott & Walmsley), and Mr. John Flett (Flett, Lowndes, & Co.). In 1895 Mr. Charles McGill, then manager at Peterboro branch, was appointed general manager, which position he still retains.

Grand Central Hotel, St. Catharines.

This hotel is conveniently situated on St. Paul Street, St. Catharines, in the very heart of the city. Electric cars pass the door. The house is commodious, and of attractive appearance, well laid out with spacious entrance, broad halls, and a large office and rotunda. The dining-room is large and cheerful, and bedrooms are airy and light. Electric lights, telephones, baths, and every improvement for the comfort and safety of guests are provided. It has large sample rooms for commercial men. The proprietor and manager is Mr. James Callahan, formerly of Hamilton.

If it is wealth a man wants, we have a country with great resources. These resources, long undeveloped, are now being thrown open, and we firmly believe that the next twenty-five years will be the golden age for laying the sure foundations for fortune in this country.

BROCKVILLE, ONTARIO.

One of the most Charming Towns in Canada. A Manufacturing Center of Great Promise.

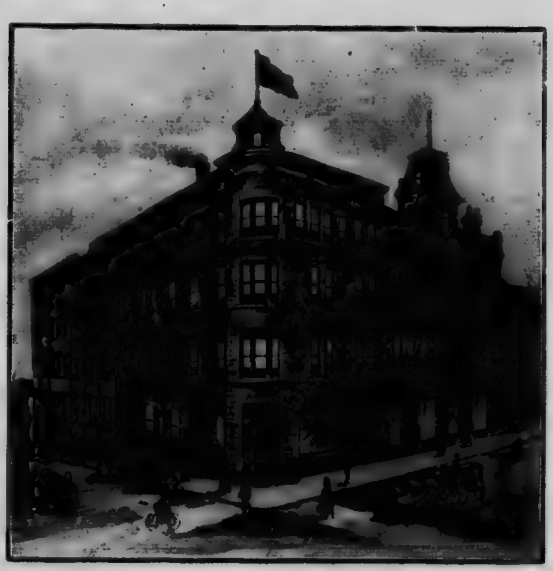
Situated upon the River St. Lawrence, 207 miles east of Toronto, and 126 miles west of Montreal, with an estimated population of about 10,000 people, Brockville is one of the most important towns in Ontario. The variety of great manufacturing industries concentrated there combine also to make it one of the most wealthy of Canadian towns.

Brockville possesses railway communication by means of the Grand Trunk, Canadian Pacific, and the Brockville and Westport Railways. Here all the waters of the different channels, which course through the Thousand Islands, combine and blend into one unbroken sweep of the magnificent St. Lawrence River, two and half miles wide, endowing the port of Brockville with the finest water transportation facilities of any place between Toronto and Montreal. It is the port of call for the palatial steamers of the Richelieu and Ontario Navigation Company and numerous lesser transportation companies, both Canadian and American, which combine trading and passenger services.

The commercial side of Brockville not only is constant and thriving, but is increasing and progressing. Among the great manufacturing concerns established in the town may be mentioned the James Smart Manufacturing Company, the J. W. Mann Manufacturing Company, Limited, agricultural implements; the Cossitt Brothers, Limited, agricultural implements; the James Hall Company, gloves and mitts; the Canada Carriage Company (recently arisen from a disastrous fire); the Peter McLaren Milling and Lumber Company; and the Rathbone Milling and Lumber Company. All these concerns employ many hundreds of hands at remunerative wages.

During the summer tourist season Brockville is a most popular resort, large numbers of American tourists being attracted thereto, it being located right at the foot of the Thousand Island chain at the eastern extremity, while at the head stands Kingston. Americans and Canadians, as indeed visitors from all parts of the world, agree that the Thousand Islands comprise the most beautiful and varied river scenery to be found in either hemisphere. A splendid hourly service by fine steamers is available during the season from May 1st to October 1st, the trip being up one side and down the other of the river, giving a complete view of the Islands. The hotel accommodation of Brockville in summer is consequently heavily taxed, and the catering is improving each season, and may fairly be said to be up-to-date.

The buildings and the pavements of Brockville are fully on a par with the leading cities and towns of Ontario, and thanks to efficient municipal control the town enjoys to the full the great reputation deservedly earned by all the communities of this province for cleanly, well kept streets and edifices.



The Hotel Strathcona, Brockville, Ont.

This hotel is the most elegantly furnished and liberally managed hotel in the Thousand Islands region: 100 rooms, 30 with private baths; electric lights, elevator, balconies overlooking the beautiful St. Lawrence and the Thousand Islands.

The educational facilities of Brockville are the best available. The churches and religious institutions embrace all recognised denominations. Efficient fire and police departments, modern waterworks, an up-to-date sewerage system, moderate taxation, a fine public library, and, in fact, every modern residential advantage, combine to make Brockville one of the most desirable towns in Canada, from every point of view. The experience of the Brockville Water Works and Light and Power Departments are worthy of comment, as well as of considerable study by other municipalities.

The Water Works were purchased from a private company in 1892 at a cost of $150,000. Since they were purchased the water revenue has paid all interest and debentures falling due each year, amounting to $46,500 during that time, and reduced the price of water to consumers 34 per cent., and the system has been extended, costing $37,000.

The Light and Power Department bought the gas and electrical plant from a private company, paying therefor $90,000 in 1901, and $50,000 for improvements. Since that date the price of electric light has been reduced 50 per cent., illuminating gas 25 per cent., and fuel gas 20 per cent. All debentures falling due each year and all interest on debentures have been paid, and the department shows a profit accrued of $22,176, which has been expended on improvements.

Canada Carriage Company.

The beautifully situated town of Brockville is known from ocean to ocean through the agencies of its largest and liveliest industry—the Canada Carriage Co.

This company was organised at Gananoque over a quarter of a century ago and known as the Gananoque Carriage Works. It was the first concern of its [illegible] to issue an illustrated catalogue and cater to the wholesale trade in the Dominion.

Business grew rapidly, and better accommodations became necessary. In 1892 they removed to Brockville, where better facilities were offered, and erected a fine new plant, where the noisy hum of the machinery vied with the activity of the workmen in turning out thousands of vehicles each year, supplying not only the Canadian trade, but shipping to all parts of the world.

In January of this year their factory, covering three acres of flooring, was visited by a $200,000 fire, but while the wreck still smouldered the management were busy getting men and machinery into temporary quarters, and in exactly one month they resumed shipments.

Already the new buildings are rising above the ashes of the old, with modern equipments, and everything points to prosperous future for this active concern.

The personnel of the company is G. H. Burrows, President; T. J. Storey, Vice-President and General Manager; D. M. Spaidal, Secretary and Assistant General Manager; W. E. Brough, Treasurer; W. H. Storey, Superintendent.

The James Smart Manufacturing Company, Limited.

The factory and warehouses of the James Smart Manufacturing Company, Limited, occupy nearly two blocks. This business was established in 1854, half a century ago. The trade carried on grew to such an extent that in 1881 the business was re-organized, and a joint stock company was incorporated. Since then it has been a continued source of satisfaction, both to the management of the company and to all interested, to find their market always widening, and their large list of satisfied patrons in many parts of the world steadily increasing in number.

The firm manufacture a full line of stoves, ranges, and furnaces, the popularity of which is shown by the extent of the demand for them. They also make builders', house furnishing, cabinetmakers' and carriage makers' hardware, in cast iron and brass; pumps



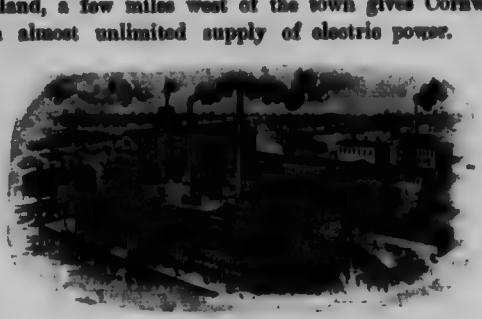
The James Smart Manufacturing Company, Limited.

and plumbers' goods; wrought steel butts and hinges; cast steel hammers, sledges, hatchets, and axes; school furniture, step ladders, clothes wringers, and other wooden ware; warm air registers; lawn mowers and rollers; jack screws, warehouse trucks, copying presses, and a long list of other miscellaneous articles. Their specialty in the heating line is the Kelsey Warm Air Generator, a device that has revolutionized the art of warm air heating, raising it to a plane of efficiency equal to that of the most expensive and complicated hot water or steam systems, with the added virtue of ample ventilating properties. Elaborate illustrated catalogues, describing most minutely all the productions of the company, are issued regularly.

Their trade extends to every part of Canada, from Sydney to Vancouver, and an export business of very considerable proportions—principally to Great Britain—has been built up. A branch office is maintained at Winnipeg for the convenience of their North-west customers. Altogether this concern must be rated as one of the permanent and prominent industries of Canada.

CORNWALL, ONTARIO.

No place in Canada is more favorably located for manufacturing purposes than Cornwall, Ontario, situated, as it is, at the intersection of the main lines of the Grand Trunk Railway with the Ottawa and New York (the new short line between those cities); it has admirable shipping facilities, which are supplemented in summer by the St. Lawrence River and the Cornwall Canal. Most of the large local industries are operated by water power furnished by the canal. The harnessing of the Longue Sault Rapids through the development of the great water power at Sheik's Island, a few miles west of the town gives Cornwall an almost unlimited supply of electric power. In



The Toronto Paper Manufacturing Company, Limited, Cornwall.

summer it has the conveniences of the metropolitan city, with the cool breezes and charm of a watering place.

Cornwall has 15 hotels the equal of any in the Province. The five miles of electric street railway extending from St. Lawrence Park to both railway depots makes travelling about the town easy and inexpensive.

The main features of the fine location of Cornwall from every point of view may be summarized as follows:—

Cornwall is situated on the banks of the St. Lawrence at the foot of the Cornwall Canal.

68 miles from Montreal by G.T.R.

56 miles from Ottawa by O. & N.Y.

50 miles from the Adirondacks by O. & N.Y.

20 miles from C.P.R. at Finch by O. & N.Y.

1 mile from International Park, Massena Point, by steam ferry.

10 miles from that beautiful summer resort, Stanley Island, by steamer.

4 miles from the quaint old Indian village of St. Regis, by daily steamer.

10 miles from the head of Sheik's Island and the Longue Sault Rapids by highway or canal.

Half a mile from the Indian Reservation of Cornwall Island.

Among the principal manufacturing industries of Cornwall are:—

The Toronto Paper Manufacturing Company, Limited.

The business of the Toronto Paper Manufacturing Company, Limited, was established in 1881. The company manufactures the highest grades of book, litho, writing, envelope, bond, and ledger papers. The extensive mills of the company, fitted and constantly kept up-to-date with the best and most modern machinery, are situated at the convenient manufacturing town of Cornwall, Ontario, and give constant employment to about 200 hands all the year round. The annual output of the mills averages some ten million pounds of an average value of about $500,000.

The officers of the Toronto Paper Manufacturing Company, Limited, are Mr. John R. Barber, of Georgetown, President; Mr. Edward Trout, of Toronto, Treasurer; Mr. Charles F. Mansell, the Manager of Sales, whose offices are in the Mail Building, Toronto; Forbes Wood, Superintendent; and W. J. Wallace, of Cornwall, Business Manager.

The Cornwall Furniture Company.

This is one of the most important concerns connected with the manufacture of furniture in the Domin-



Cornwall Furniture Company.

ion of Canada. The Company was established in 1902, and at once commenced to build the present plant at Cornwall, operations being commenced in the

following year. The plant is modern and up-to-date, being equipped and continually re-installed with the latest improved machinery and devices for the finished manufacture of bedroom and dining room furniture of every description. An extensive business is done in the North-West, besides the great commercial centres of Ontario, Quebec, and the Maritime Provinces. The company make a specialty of the manufacture of furniture in ash and elm, and the goods are handled by the leading wholesale and retail stores in Canada.

Cornwall Paper Manufacturing Company, Mille Roches.

The mills of the Cornwall Paper Manufacturing Company are situated on the lake known as Shick's Island Dam, an expansion of the Cornwall Canal, which parallels the St. Lawrence River. The mill faces the lake, which is provided here with a commodious wharf, at which vessels drawing nine feet of water can unload. The mill site abuts toward the north on the Grand Trunk Railway, from which a siding extends to the company's mills and storehouse. The buildings are of stone. The mill is well equipped with the most approved machinery, while the lake affords a never failing supply of the purest water. The mills commenced operations in November, 1904, and manufacture high grade book, litho, writing, envelope, bond, and ledger papers. The company was organized as a joint stock company in August, 1903.



The Cornwall Paper Manufacturing Company.

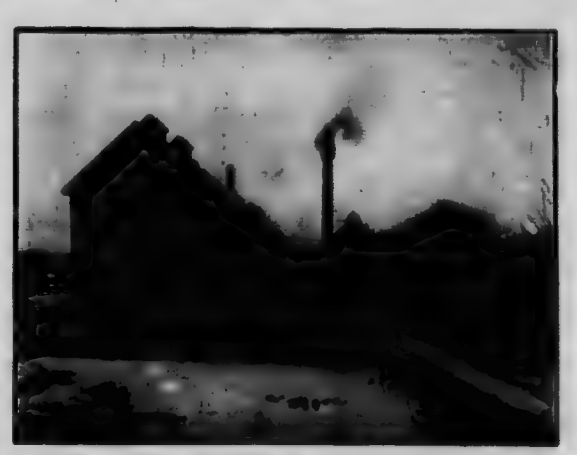
The following are the directors and officers of the company:—

M. P. Davis, Esq., Ottawa, President; S. Greenwood, Esq., Cornwall (Gen. Man. Canadian Colored Cotton Mills) Vice-President; Colonel R. R. McLennan, Cornwall; Roderick J. Pitts, Cornwall; John A. Cameron, Dominionville; E. H. Brown, Cornwall; Curtis P. Derochie, Cornwall, Directors; J. Skelton, Mille Roches, Secretary-Treasurer; and Jos. Squire, Mille Roches, Manager.

KINGSTON, ONTARIO.

A. Davis and Son, Limited.

This company are the proprietors of the Kingston Tannery, which was established in 1867. Mr. E. J. Davis is the President, and Mr. Elmer J. Davis the



Kingston Tannery of A. Davis and Son, Limited.

Vice-President. They manufacture for the Canadian market special grades of leathers, such as grain and wax upper, legging grain, glove grain, buff and satin, flexible and wax splits. The company have brought up their lines in grain leathers for ploughmen's, fishermen's and miners' boots to a very high standard. They export largely also to all the principal cities, towns, and leather centres of Great Britain, colored shoe and bag leathers, oil and boot grains, wax sides, flexible inner-soling, glove, buff and wax splits. The cable address is "Davis Kingston," the company using the Widebrooke code. The export trade has increased so rapidly that an increase of double capacity of the plant has been found necessary.

James Richardson and Sons.

With the chief offices at Kingston, and branches at Toronto and Winnipeg, the firm of James Richardson and Sons possess one of the most extensive connections in the wholesale grain trade of the Dominion. Exporting largely in Manitoba wheat, the firm exports and also sells principally to the Canadian milling trade. Commanding the capacities of numbers of elevators, and consigning by shiploads through the powerful lines of the lake steamers, huge quantities of Canadian grain are distributed by the firm.

ST. HENRI DE MONTREAL.

CHAPTER XIV.



THE most important of the several suburban cities which form a chain around Montreal city proper, is the city of St. Henri, and it may be said to be the throbbing heart of one the largest manufacturing centres in the Dominion of Canada.

The city of St. Henri was formed by the amalgamation of the former villages of Tannery West and Coteau St. Augustin. It is finely situated on the slope and in the valley of the mountain in the Seigniory of Montreal, the county of Hochelaga and district of Montreal. St. Henri was incorporated in 1876, by an Act of the Legislature, as a town, and as a city in 1894. The Lachine Canal forms the southern boundary of the city, giving fine facilities for water transit to the large number of varied industrial enterprises situated on its banks. The stations of the Grand Trunk Railroad have been erected at the junctions where the roads branch off east and west to Montreal and Toronto. The Canadian Pacific Railroad has a station at Saint-Henri for the carriage of freight to and from the city.

Saint Henri is governed by a mayor and eight aldermen, whose efficient administration of its affairs has contributed largely to its prosperity and growth as a manufacturing centre, and to its desirability as a charming and healthful residential district. A separate and permanent fire brigade and police force are maintained. It possesses a Recorder's Court, and a Commissioner's Court. The city contains three Roman Catholic churches, and five Roman Catholic colleges and convents. One Episcopal, one Methodist and one Evangelist church and one Protestant college. A commodious theatre provides amusement for the locality. A beautiful public park is not the least of the attractions to the citizens. The home for orphans is a splendid institution, and generously provides for the poor children who are left in the unfortunate position of being insufficiently or totally unprovided for. The air of general all around prosperity which surrounds the city of Saint-Henri, is apparent to even the casual visitor, who is immediately impressed with the thriving factories and substantial homes.

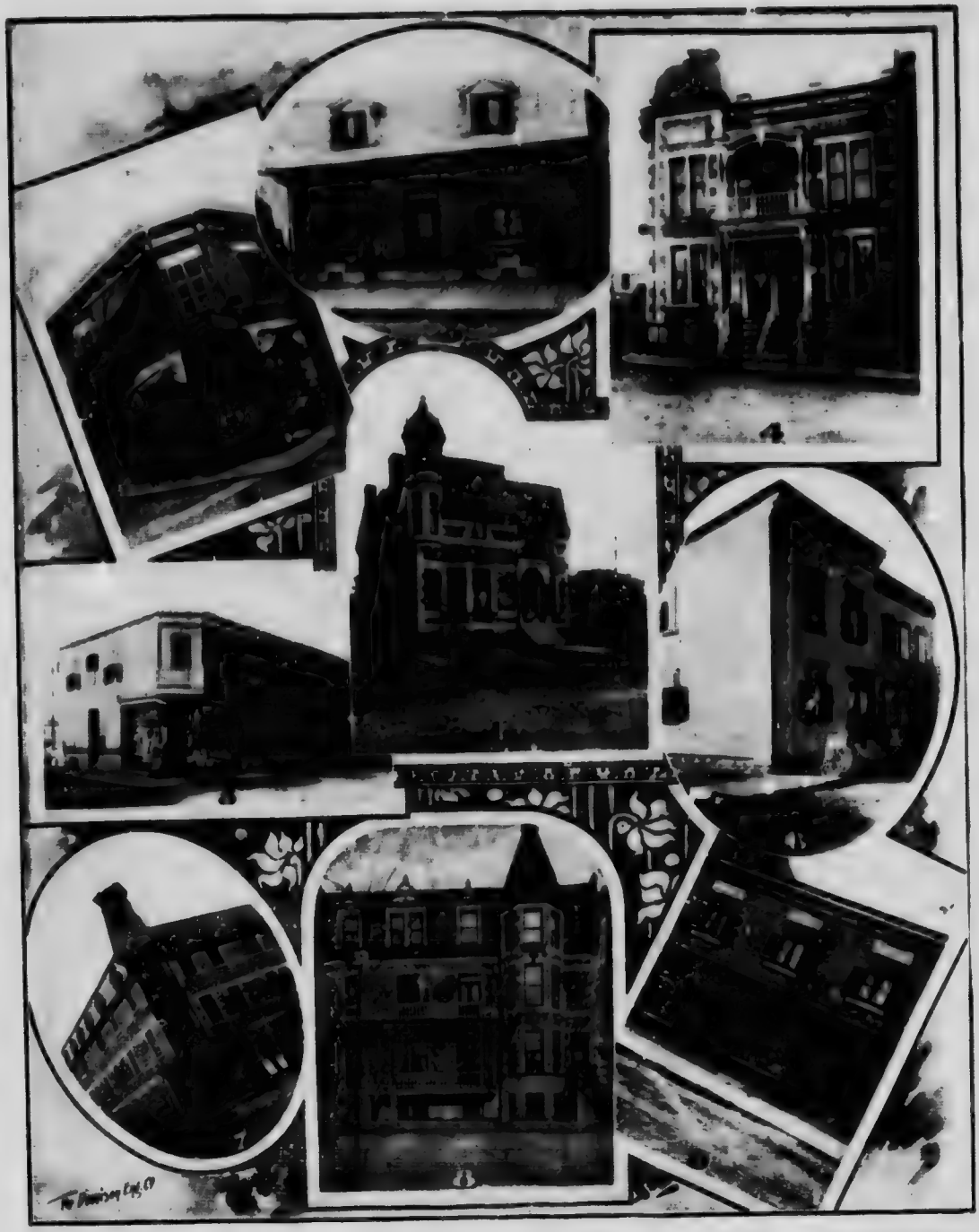
The people of Saint-Henri take a natural and praiseworthy interest in their town, and by the beautifying of their streets, homes, and gardens, lend additional attractions to the residential district of a city of which they feel justly proud.

Many of the most important of the varied industries which have their plants established within the Saint-Henri city limits, are especially and more or less exhaustively dealt with in this work, but the mention in this chapter on the city, of some of these concerns, will serve to show their magnitude and variety. Among these are the Simplex Railway Appliance Company of Canada, Limited; the Page-Hersey Manufacturing Company, Limited; the Tombyll Upholstering and Frame Manufacturing Company, Limited; the N. K. Fairbanks Company; the Canada Malting Company; the



Mayor and Board of Aldermen, St. Henri.

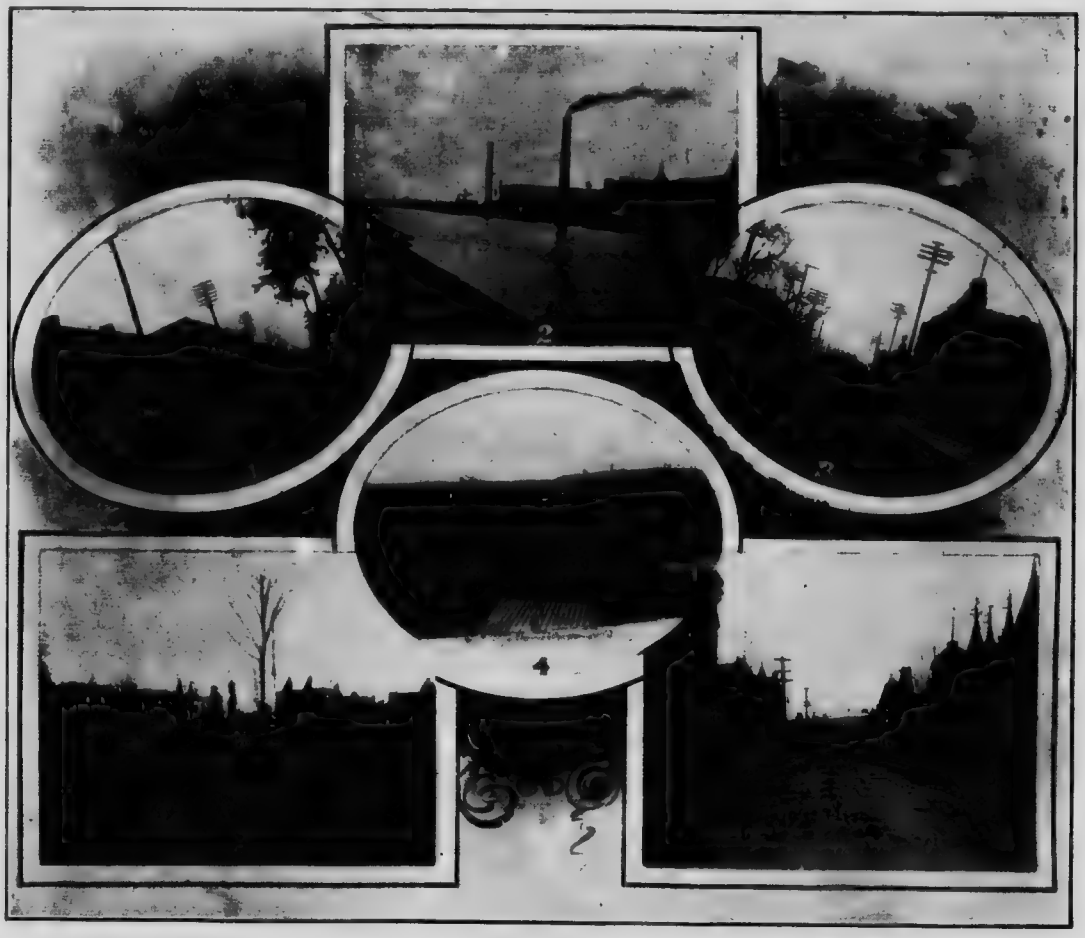
1. JOS. ETHIER.
2. L. N. SENECAL, City Clerk and Treasurer.
3. J. VILLENEUVE.
4. J. A. MAJOR.
5. A. ROBIDEAU.
6. JOS. SENECAL.
7. CHAS. FORTIER.
8. W. LABRECHE.
9. F. SIGOUIN.



1. Residence of Mayor Guay.
2. Residence of Ald. Wilbrod Labrecche.
3. " " Joseph Seneeal
4. Residence of Ald. Joseph Ethier.
5. " " J. A. Major.
6. " " Charles Fortier.
7. Residence of Ald. Wilfrid Robidoux.
8. " " Joseph Villeneuve.
9. " " Frd'k Sigouin.

Robert Mitchell Company, Limited, brass works; the C. W. Williams Sewing Machine Manufacturing Company; the mills of the Merchants Cotton Company, employing 2,000 hands, one of the finest in the country; the Tooke Brothers Company, manufacturing shirts, neckwear, and blouses; the Lang Manufacturing Company, manufacturing biscuits and confectionery; the Colonial Bleaching and Printing Company, manufacturing colored cottons and prints; the Ideal Bedding Company, manufacturing mattresses, pillows, etc.; the box factory of William Rutherford Sons Company; the Montreal Terra Cotta and Fire Brick Company; Jos. Decarie & Sons, brick manufacturers; the Johnson Wire Mills of Manchester, England; the U. Pauzé & Son, Sash and Door Manufacturer, and numerous others, including three pork-packing houses, two tanneries, and boot and shoe factories, all employing a large proportion of the inhabitants of this thriving place.

As an industrial centre Saint-Henri ranks second to Montreal in the Province of Quebec, and third by population, namely, 25,000. Building operations are being prosecuted on all sides within the city limits, and undoubtedly Saint-Henri is growing with a rapidity which is unequalled in the annals of the province. Then again the character and substantiality of the structures being erected must be taken into consideration. Great sums are being expended in the most modern and up-to-date manufacturing plants, which latter-day science and invention have adjudged to be perfection for the



1. Notre Dame Street. 2. Lachine Canal. 3. Notre Dame Street, at St. Henri Place.
5. St. Henri Park. 4. General View. 6. Park Avenue.

purposes of the special industries to which they will be devoted. Every new building is being specially built by expert contractors from all parts of this continent and the old world, from plans designed by architects who devote their whole time to the requirements of one individual industry. And there is one more strong point to be noted, and that is that there are still left within the city limits vast tracts of land, to be purchased at reasonable prices, suitable for the erection of any kind of manufacturing plants, and within touch and connection of the manifold advantages already dwelt upon. The building committee of the corporation of Saint-Henri exercise a wise control over the plans for the erection of new buildings and edifices, and welcome the advent of first class new enterprises in their midst.



1. City Hall. 2 Fire Department Station No. 2. 5. Hochelaga Bank.
3. Grand Trunk Station. 4. Quebec Bank.

Saint-Henri adjoins Montreal, and is situated only one and a half miles from the heart of the Canadian metropolis, and may be well compared with the Borough of West Ham which adjoins the eastern side of the city of London, England, both as regards locality and the varied nature of its manufacturing industries. Saint-Henri is finely lighted by gas and electricity (arc and incandescent lights), and its streets and roads are well paved and macadamized, and will favorably compare with any in the metropolis. The following important points may be briefly noted in favor of the city, as being the most advantageous for the erection of manufacturing plants:

(a) The short distance from the Canadian metropolis.

(b) Facility of communication between Saint-Henri and Montreal, by rail, and by three rapid main electrical street car lines, cars running every two or three minutes throughout the day and night.

(c) Its navigation facilities by means of the Lachine canal and River St. Lawrence.

(d) Its railroad transportation facilities for freight, by laying sidings from a factory to either the Grand Trunk or Canadian Pacific railroads, or both.

(e) Finally, the advantage of having the homes of

the operatives, within easy distance, whether they reside in Saint-Henri or in any part of Montreal.

We now have to deal with Saint-Henri from a residential point of view. Notwithstanding the proximity of such a large number of manufacturing plants, these plants are built as a rule on generously large plots of land, giving ample air room and space for the smoke of each chimney stack to float away independently, thus avoiding that amalgamation of disagreeable and unhealthful smoky vapor, which forms a kind of depressing cloud over the more densely packed plants of old world manufacturing centres. Thus the air is pure and sweet. The main street of Saint-Henri with its five churches, the city hall and other fine and remarkable edifices, is a bright and cheerful avenue of trade, and the stores which line the main thoroughfares amply provide all the reasonable necessaries and luxuries of life, and it is not necessary for any resident to go outside the city to make a purchase of any ordinary kind. One has only to take a stroll around the residential quarters of Saint-Henri to find some of the loveliest homes, with the brightest of surroundings which the heart can desire. They may not be of a palatial character, but they are thoroughly imbued with that appearance of "home" so dear to the heart of the true Canadian. These homes impress the observer with the fact that there is abundance of material comfort, plenty, and contentment in the city of Saint-Henri.

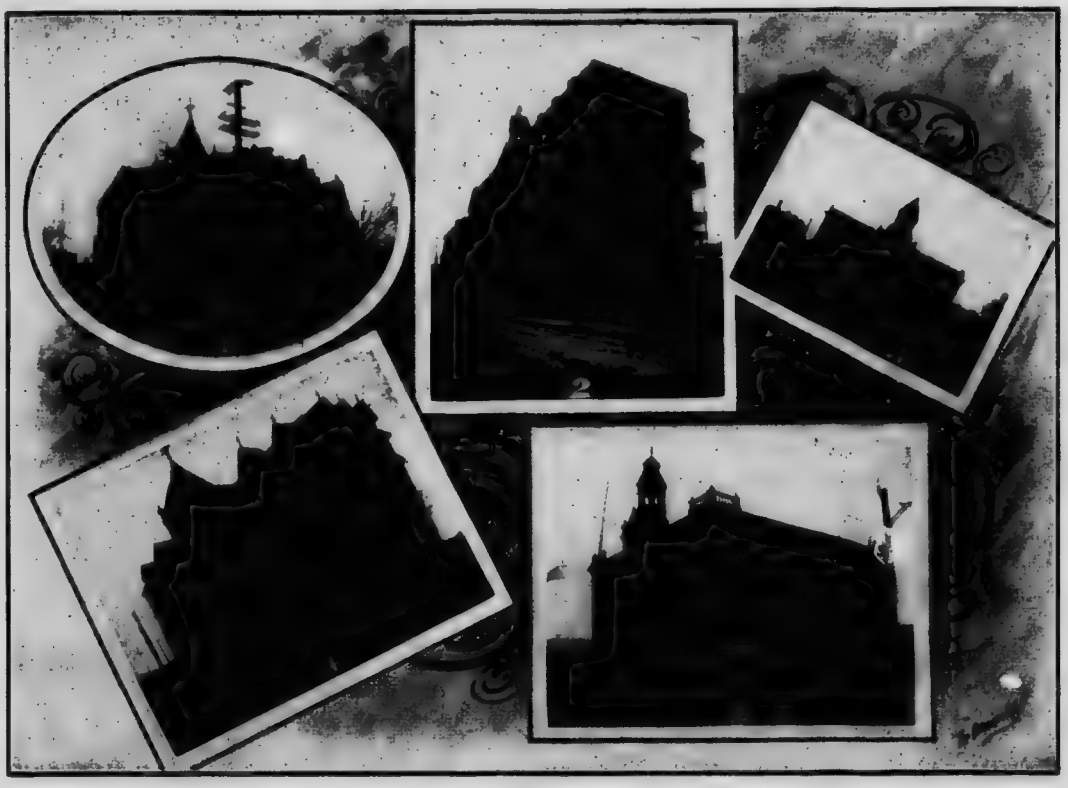
The citizens feel no discontent in payir 'heir rates and taxes when they know that full va . . beneficial to all, will be obtained for the money they contribute. Then with two fire and police stations, each with a fine and efficient force, residents know and feel that they enjoy every protection for life and property which human foresight can devise and carry out. The educational facilities close at hand for the children and youth of the city, too, cannot be excelled. A splendid drainage system, an abundant supply of pure water, and every necessary, convenience, and luxury obtainable, easily



1. St. Irénée Church. 2. Methodist Church.
3. Saint-Henri Orphans' Home. 4. St. Simon's Church. 5. Temporary Church of the Parish of St. Elizabeth. Permanent Church being constructed.

procurable, all tend to make Saint-Henri a city of real homes.

It is only fitting that some individual mention should be made in the "Book of Canada" of some of the fortunate and public-spirited men, who reside in and have been and are being associated with the rising fortunes and rapidly developing prosperity of Saint-Henri. To their devotion of not only valuable time but money, the city owes no little of its remarkable progress and development.



1. St. Henri College. 2. New College. 3. Sisters of St. Anne's Convent.
4. St. Elizabeth College. 5. Prince Albert College.

Eugene Guay.

In the year of 1897, Mr. Eugene Guay was elected Mayor of Saint-Henri, and to show his extreme personal popularity with the citizens and the appreciation they show for the splendid results of his administration, he still occupies his dignified office. The fine business qualifications, the energy, determination, hard work and abilities, Mr. Guay has displayed in his own private affairs, have been freely and generously devoted to the conduct of the municipal affairs of the city, and supported by an able body of aldermen, much of the prosperity and many of the vast improvements in Saint-Henri during the past, are due to Mr. Guay and his council.

Mr. Guay is an extensive manufacturer of boot and shoe stocks, employing a large number of hands in his factory in Saint-Henri. From small beginnings, and by dint of industry and constant labor, he has built up a business which ranks high in the leather industry of the province of Quebec, and renders him a man of considerable wealth. But wealth has not spoiled Mr. Guay, he is just the same genial friend and wise counsellor to his neighbors and fellow citizens, as he was during his early struggles. As a result they have for years considered no man in the city better qualified for holding the position of chief magistrate.

Mr. Guay possesses a handsome residence in Saint-Henri, which he has had specially erected, and he is never more pleased than when devising some new improvement for the benefit of the community over which he is so able a president.

Wilfrid Robidoux.

There is no more popular member of the Saint-Henri City Council than Alderman Wilfrid Robidoux. He is a prominent and influential worker on the finance board and is Pro-Mayor of the city. He is one of the city's most prosperous men, owning one of the oldest and most extensive grocery concerns in the city, in which business he has accumulated a considerable fortune. Residing in the midst of his friends and neighbors in St. Augustin Ward, they fully appreciate the benefits which have accrued to their section of the city through the able representation and executive ability of Mr. Robidoux.



Post Office, St. Henri, Montreal District

Joseph Ethier.

Representing with Mr. Robidoux, the St. Augustin Ward of Saint-Henri, Alderman Joseph Ethier is one of the youngest, but nevertheless one of the most able directors of municipal affairs, and takes a prominent part in the deliberations and decisions of the finance committee and has become a very valuable acquisition to the council.

Mr. Ethier is the Vice-President and Managing Director of Laporte, Martin and Company, Limited, the well known wholesale grocery house of Montreal. He resides in Saint-Henri, and no citizen has the welfare of Saint-Henri more at heart.

Joseph Villeneuve.

Taking his seat in the city council of Saint-Henri in 1898, Mr. Joseph Villeneuve has been elected alderman four times by acclamation. He has passed through every department in the council, and is a very able and experienced man in municipal affairs, good rule and government. His efforts have been largely instrumental in embellishing and improving the city.

Alderman Villeneuve is connected with the firm of D. B. Martin & Co., which recently purchased the Union Abattoirs from the C.P.R., with the intention of making it a great feature in the live stock interest of the city.

He is accounted one of the most expert judges of cattle in the Dominion.

Joseph Arthur Major.

The qualities which have ensured success to Alderman Major, in his private business, so impressed the residents of his ward, that in 1903 they elected him to represent them in the council. Their confidence has not been misplaced for he quickly demonstrated by his work on this body that he was a valuable colleague, with sound common sense and the abilities which are requisite for the successful conduct of municipal matters.

The rapid growth of Saint-Henri has proven a fine field for Alderman Major, as a most enterprising builder and contractor. The good work he has done in the city is visible on every side, and he takes great interest in the place he has helped to beautify and enrich with durable workmanship.

Wilbrod Labreche.

For upwards of ten years Mr. Wilbrod Labreche has represented Saint-Henri Ward in the Saint-Henri city council in which he has at different times acted in every department. Years of experience in the control and management of civic affairs has rendered Alderman Labreche an almost indispensable adjunct to the corporation. He occupies the important position of Chairman of the Finance Committee, which controls the disposal of the city funds, and is one of the most important and responsible offices in the Council. Alderman Labreche is a very old resident of Saint-Henri, and has watched its growth and development with deep interest, his own services having aided the city's progress to . . small degree. Elected by acclamation, his fellow citizens hop; the day will be far distant when his services will become no longer available for the benefit of the community in general.

Charles Fortier.

Alderman Fortier is the able and energetic colleague of Alderman Labreche, and also an old and experienced member of the council. He occupies the responsible office of Chairman of the Fire and Police department, for which he possesses especial qualifications. For many years, too, he has been a prominent member of the School Board, and has done valuable work toward the perfection of the educational system of Saint-Henri.

Alderman Fortier is one of the leading hardware merchants of the city, and has grown with it, until by steadiness of purpose and concentration of effort he has realized a handsome independence. He is greatly respected by his fellow citizens.

Frederic Sigouin.

Elected in 1903 to represent St. Antoine Ward, Alderman Sigouin enjoys the confidence of his constituents in great degree. His long, honest, and successful career as a business man and resident of Saint-Henri has inspired this confidence. There is no better business man upon the council, and his strict attention to his public duties is one of many remarkable qualities he possesses, which have not only assisted him in obtaining his high position in the mercantile community but have rendered him one of the most reliable servants of the public. Alderman Sigouin is a prominent member of the hardware trade, and one of the best known and respected citizens of Saint-Henri.

Joseph Senecal.

So long ago as 1894 Mr. Joseph Senecal was elected as Alderman to represent St. Antoine Ward, and he still holds his seat without contestation. He has rendered during that period invaluable services in every department of the council. His diplomatic and experienced judgment has distinguished every step of his public life. As a contractor he has achieved great success in his business career, some of the most important and imposing edifices in Saint-Henri and elsewhere, embracing churches and schools, having been erected by him. No man deserves better at the hands of his fellow citizens than Alderman Senecal.

L. N. Senecal,

City Clerk and Treasurer.

Mr. L. N. Senecal, the able and courteous City Clerk and Treasurer of the city of Saint-Henri, originally entered the employ of the corporation in 1887 as a general office clerk. In 1888 he received an appointment in the audit office of the Grand Trunk Railway Company in which position he remained until 1891. In that year he returned to the employ of the corporation in the capacity of Assistant Clerk and Treasurer. In 1896 he was promoted to the important and responsible office of City Clerk, retaining also the office of Treasurer, and these positions he continues to fill in an able, efficient, and conscientious manner. His invariable courtesy and the unfailing discharge of his duties render him not only a popular, but thoroughly satisfactory officer to the corporation. In addition Mr. Senecal holds the positions of Clerk to the Recorder's Court, and Secretary of the Executive of the Union of Canadian Municipalities for the Province of Quebec.

The Rev. Hon. Canon Decarie.

No history or written article relating to the founding, growth, and development of the city of Saint-Henri would be complete without some allusion to one who took a prominent part in its formation and has continued to work for its progress and advancement not only in a general way, but from the especial standpoints of perfecting its religious advantages, its educational facilities, and its charitable institutions. As one of the founders of the city, the Reverend Honorable Canon Remi Decarie is the best beloved citizen of Saint-Henri.

His noble, tireless, and self-denying devotion and work ever since he was appointed to the curacy of Saint-Henri, in 1882, when he formed the three great parishes of the city and succeeded in bringing the financial status of the churches he directs to a prosperous condition, merits the everlasting gratitude of the citizens. As chairman of the schoolboard the great executive abilities of Canon Decarie have been exercised to the very best advantage, and the educational facilities obtainable in Saint-Henri are not excelled by any city in the province of Quebec. His charity is unbounded; a friend of the poor, the widow, and the orphan, this estimable man is a living example of how much one man can do to alleviate the troubles, griefs, and sufferings of his fellow-creatures. He founded the Orphans' Home in Saint-Henri, and there has scarcely been any good work carried on in the city since its foundation to which Canon Decarie has not lent a powerful helping hand.



St. Henri Roman Catholic Church and Presbytery.

Built under Father Decarie, whose picture is shown herewith, from plans of a Canadian architect, Mr. Mesnard. It contains a seating capacity of 2,500, and one of the most powerful organs in the country.

The Montreal Star

CANADA'S GREATEST NEWSPAPER

THE MONTREAL STAR
Total Circulation greater than all the others combined

Has a total circulation greater than that of the combined total circulation of all the other English newspapers in Montreal.

THE MONTREAL STAR
Circulation at least three times greater than the next nearest

Has a circulation three times greater than that of the next nearest English newspaper in Montreal.

THE MONTREAL STAR
Local circulation more than all the others combined

Has a LOCAL circulation greater than the combined LOCAL circulation of all the other English newspapers in Montreal.

THE MONTREAL STAR
Absolute leader in all classes of advertising

Leads all the other papers by very long strides in the volume of its displayed advertising columns — a telling testimony to its superlative position as a advertising medium.

THE MONTREAL STAR
The only Montreal medium used immensely for "Want" advertising

Leads all the other papers in the magnitude and scope of its "Want" advertising columns, carrying more than all the others combined, a feature which speaks volumes for its merits as a medium for reaching all classes of the people.

THE MONTREAL STAR
is Canada's greatest Newspaper

It needs little enquiry in the United States or Canada, or Great Britain, to ascertain the fact that "The Montreal Star" is not only the leading English newspaper in Montreal, and covers the entire population — but it is known by its circulation, influence, business methods, enterprise, and its public spirit, as CANADA'S GREATEST NEWSPAPER.

Covers Canada Like a Blanket

THE MONTREAL STAR
Covers the entire English homes and population of the city of Montreal and its environs.

THE MONTREAL WEEKLY STAR
Covers the entire Dominion of Canada from coast to coast.

FOR RATES AND OTHER PARTICULARS, ADDRESS:

THE ADVERTISING MANAGER, STAR OFFICE, STAR BUILDING
ST. JAMES STREET ——— MONTREAL, CANADA

Branch Offices:

NEW YORK, N. Y. | CHICAGO, ILL. | WINNIPEG, MAN. | TORONTO, ONT | LONDON, ENG.

PORT ARTHUR

SITUATED at the westerly end of Lake Superior, and the head of deep water navigation in Canada, offers exceptional facilities for the gathering of raw material from any part of the world, at low cost. Its advantages for distributing manufactures either east or west are equally exceptional. It is the centre of Canada — Measure it.



IRON SMELTER IN COURSE OF ERECTION AT PORT ARTHUR

PORT ARTHUR

Has the largest single elevator in the world.

It has the most perfect grain cleaning Plant in North America.

It will soon be the centre of the Canadian Iron Industry.

A Blast Furnace Plant is in course of erection.

Extensive deposits of Hematite and Magnetite Ores occur within a few miles of the Town and are being developed.

It will have the largest Iron Ore and Coal Docks on the Canadian side of Lake Superior — now building.

It is the centre of a large Lumbering Industry.

It is the Lake Superior Terminal of The Canadian Northern Railway.

It is the Lake Superior Terminal of The Port Arthur, Duluth and Western Railway.

It is an important receiving and Shipping Port on The Canadian Pacific Railway.

It will have The Grand Trunk Pacific Thunder Bay Branch.

Lines of Steamships ply regularly between Port Arthur and all Eastern Ports on lakes and river to tidewater; also to Duluth, Houghton, Sault Ste Marie, Buffalo, and other United States Ports. Vessels have taken cargo at Liverpool, England, and discharged same at Port Arthur, without breaking bulk.

It has cheap Electric Power.

It owns its own Street Railway, Electric Light and Power Plants, Waterworks and Telephone Sysetms.

It has a low rate of taxation and low assessment.

It invites Manufacturers and offers inducements to labor employing Industries.

Look at the geographical position of Port Arthur and you will see that it offers exceptional facilities for the assembling of raw material for Manufactures and the distribution of the finished product.

All communications will be dealt with promptly.

RICHARD NIGARS,
Mayor.

J. McTEIGUE,
Town Clerk.



F. PAUL
President and Manager

Belding, Paul & Company, LIMITED

Silk Manufacturers

MONTREAL



Machine Silks, Sewings, Tailors' Twists,
Wash Emb Silks, Crochet Silks, &c.

Taffeta Ribbons, Soft Duchess Ribbons,
Double Satins, Failles, Baby Ribbons, &c.

SPECIAL MAKES
TO ORDER.



FRED. BIRKS
Director and Assistant-Manager

THIS FIRM of silk manufacturers have the honor of being the pioneers in the Canadian trade, for they were the first to establish this industry in the Dominion. In 1876 Messrs. Belding Brothers and Mr Frank Paul, already largely interested in the manufacture of silk in the United States, resolved to establish a factory in Canada, and selected Montreal as the most central and altogether desirable location. In 1890 the business was incorporated under the present title, with Mr. Frank Paul, president and managing director; Mr. Fred Birks, assistant manager and Mr. M. M. Belding, Jr., Secretary.

From a modest single structure the business has grown in the intervening twenty-eight years until a large acreage at St. Gabriel locks is now covered with the buildings, as shown in the illustration, which are not only well built, but are models from a mechanical standpoint, and one of the most modern and up-to-date establishments among the really good factories in Montreal.

Six hundred hands are employed turning out ribbons and threads, which up to the time this factory was inaugurated were shipped into Canada from the United States and Europe, the country being entirely dependent upon the foreign markets. And further, the company is to-day shipping largely into other markets of the British Empire.

Belding, Paul & Company make a specialty of sewing silks, embroidery Silks and ribbons, which are manufactured in every possible texture and colour. Some idea of the extent of the line made may be gathered from the fact that they manufacture over 300 shades of spool silks and over 500 shades of art silks.

The firm have established branch houses in Toronto, Winnipeg and Vancouver, and their goods being of such a high standard are largely sold throughout the length and breadth of the Dominion. Both Messrs Belding and Paul are largely interested in enterprises of a like nature in the United States, and it is said that the total floor space of all their mill is equal to upward of a half mile in length by sixty feet in width.

The company's general offices and sales rooms are located in the Victoria Building, 232 McGill Street, Montreal.

LAKE OF THE WOODS MILLING CO., LIMITED

MANUFACTURERS OF

FIVE ROSES FLOUR

MILLS:
KEEWATIN and PORTAGE LA PRAIRIE,
MANITOBA

CAPACITY:
11,000 BAGS
PER DAY

Lake of the Woods Milling Co., Ltd.

is one of the largest milling concerns in Canada. The main office is in Montreal while the western office is at Winnipeg. The two large mills of the Company are situated on the main line of the Canadian Pacific Ry., at Keewatin and Portage La Prairie, Manitoba. These mills are fitted with the most modern and up-to-date machinery and are magnificent plants in every respect. The company also owns and operates a large line of grain elevators which are located in the most fertile wheat districts of Manitoba and the North West Territories, and are therefore in a position to select the choicest grades of Celebrated Canadian Hard Wheat for milling purposes.

ESTABLISHED 1899

THE WIRE & CABLE COMPANY

MONTREAL

MANUFACTURERS OF

Lead Covered Cables	Armature Wire
Paper Insulated Cables	Rubber Covered Wire
Switchboard Cables	Weatherproof Wire
Rubber Insulated Cables	Bare Copper Wire
Telephone Cords	Brass Wire

Brass and Copper Strands, Etc., Etc.

RED CORE WIRE

National Electrical Code Standard

FACTORIES AND OFFICES:

GUY STREET, - - MONTREAL

THE

MERCHANTS BANK OF CANADA

ESTABLISHED 1864

HEAD OFFICE, MONTREAL.

Capital Paid Up $6,000,000 **Reserve Fund and undivided Profits $3,348,000**

BOARD OF DIRECTORS.

President, SIR H. MONTAGU ALLAN, *Vice-President*, JONATHAN HODGSON, Esq.

DIRECTORS:

JAMES P. DAWES, Esq. THOS. LONG, Esq. CHAS. R. HOSMER, Esq. C. F. SMITH, Esq.
HUGH A. ALLAN, Esq. C. M. HAYS, Esq. ALEX. BARNET, Esq.

THOS. FYFFE, *General Manager*. E. F. HEBDEN, *Supt. of Branches and Chief Inspector*.

Branches in Quebec

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Lachine
Lachine Locks
Mile End
Montreal
St Catherine St Branch
East End Branch
St. Lawrence St Branch
Quebec
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Sauveur (de Quebec)
Quyon



Branches in Manitoba and North West Territories

Arcola	Morris
Brandon	Neepawa
Calgary	Arden
Carberry	Oak Lake
Carnduff	Griswold
Edmonton	Olds
Gladstone	Portage La Prairie
Lacombe	Red Deer
Leduc	Souris
Maple Creek	Wetaskiwin
Medicine Hat	Whitewood
Macgregor	Winnipeg

BRANCHES IN ONTARIO.

Acton	Crossmore	Hamilton	Little Current	Ottawa	Tara
Alvinston	Delta	Hanover	London	Owen Sound	Thamesville
Athens	Eganville	Hespeler	Lucan	Parkdale	Tilbury
Belleville	Elgin	Ingersoll	Markdale	Perth	Toronto
Berlin	Elora	Kincardine	Meaford	Prescott	Walkerton
Bothwell	Finch	Kingston	Mildmay	Preston	Watford
Brampton	Galt	Lancaster	Mitchell	Renfrew	Westport
Chatham	Gananoque	Lansdowne	Napanee	St. George	West Lorne
Chesley	Glencoe	Leamington	Oakville	Stratford	Wheatley
Crediton	Gore Bay			St. Thomas	Windsor

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BANKERS IN GREAT BRITAIN.—London, Glasgow, Edinburgh and other points. The Royal Bank of Scotland.

A General Banking Business Transacted.

SAVINGS BANK DEPARTMENT AT ALL BRANCHES.

Highest current rates of interest paid.

Circular (Travellers) letters of credit issued in all parts of the World.

The Canadian Bank of Commerce

HEAD OFFICE - TORONTO

Paid Up Capital, - - $8,700,000 - £1,787,671
Reserve Fund, - - $3,500,000 - £ 719,178

Hon. GEO. A. COX, President. B. E. WALKER, General Manager, ALEX. LAIRD, Asst. General Manager.

BRANCHES OF THE BANK:

LONDON, ENG., 60 LOMBARD STREET, E.C. S. CAMERON ALEXANDER, Manager.

NEW YORK, 16 EXCHANGE PLACE WM. GRAY and H. B. WALKER, Agents.

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Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Collingwood, Dresden, Dundas, Dunnville, Fort Frances, Galt, Goderich, Guelph, Hamilton, London, Montreal, Orangeville, Ottawa, Paris, Parkhill, Peterboro', Port Perry, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Toronto (8 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Woodstock

MARITIME PROVINCES

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NEW YORK, PORTLAND, ORE., SAN FRANCISCO, SEATTLE, WASH., SKAGWAY, ALASKA

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The widespread system of branches of this Bank covers every important place in Canada and enables it to place at the disposal of its clients unsurpassed facilities for Canadian banking business of every description.

The London England Office transacts every description of banking business with Canada and the United States. It issues drafts on and makes telegraphic transfers to all the principal points in both countries, and has special facilities for business of this character with Manitoba and the North West Territories of Canada

Travellers and Commercial Letters of Credit issued available throughout the world.

Savings Bank Department. Deposits of One Dollar and upwards received and interest allowed at current rates

Home Life Association of Canada

CAPITAL STOCK

$1,000,000

Incorporated
by
Special Acts
of the
Dominion Parliament.

The Total Assets for the security of Policy holders amount to over

$1,500,000.00

Reserves on Policies on basis of Government Standard at Dec. 31, 1904

$364,634.18



Company's Building
Corner Adelaide and Victoria Streets.
TORONTO

President,

JOHN FIRSTBROOK, Esq.
TORONTO

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at a Bank you don't care whether there are one thousand or ten thousand other depositors. Your concern is that the funds are ample to safeguard the interest of each individual depositor, and that the return to you is satisfactory.

SO WITH A LIFE COMPANY: The greatest security combined with profit-earning power form the real test.

HOW DOES THE CANADA LIFE STAND IT

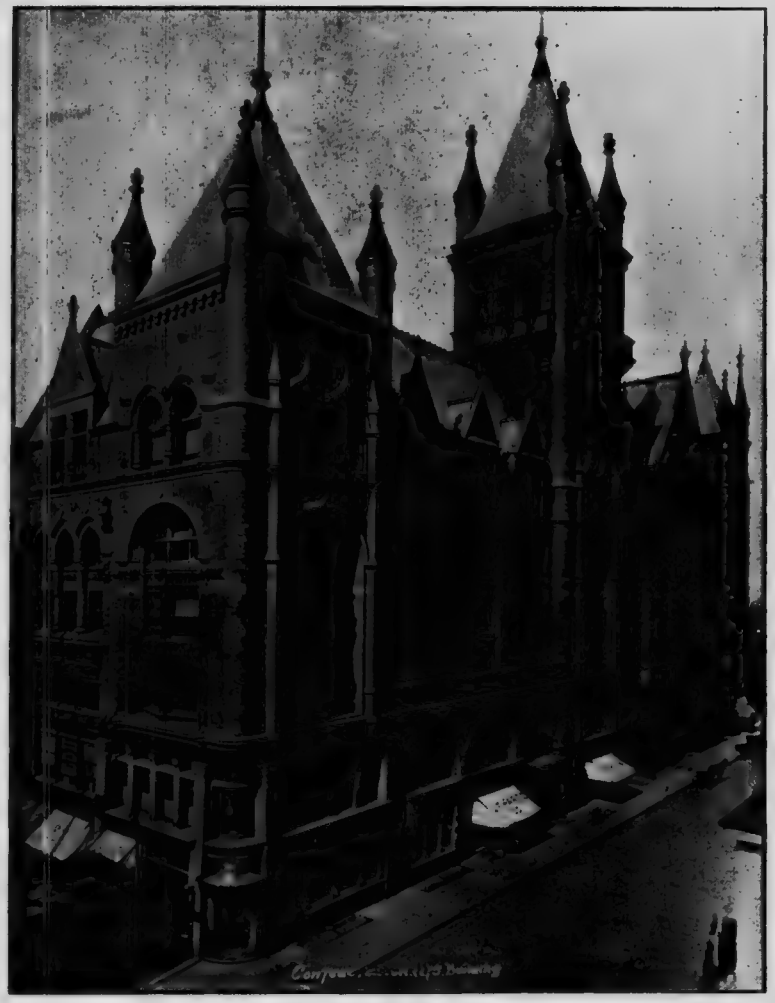
THE CANADA LIFE holds stronger policy reserves on its entire business than any other Company on this continent. That means not only the most absolute security, but increased profit earning power, owing to the materially greater invested funds.

THE COMPANY'S PAST RECORD of good, economical management, resulted in policy dividends which have never been exceeded on this continent, and its present unequalled position is the best assurance of their continuance.



The Canada Life Assurance Co.

ESTABLISHED 1847



Confederation Life

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Independent Order of Foresters

The Best Fraternal Benefit Society in the World



Prompt Settlement of Claims

NO ASSESSMENTS AT DEATH

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Membership over - - $ 230,000

Accumulated Funds over $8,000,000

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THE

BANK OF BRITISH NORTH AMERICA

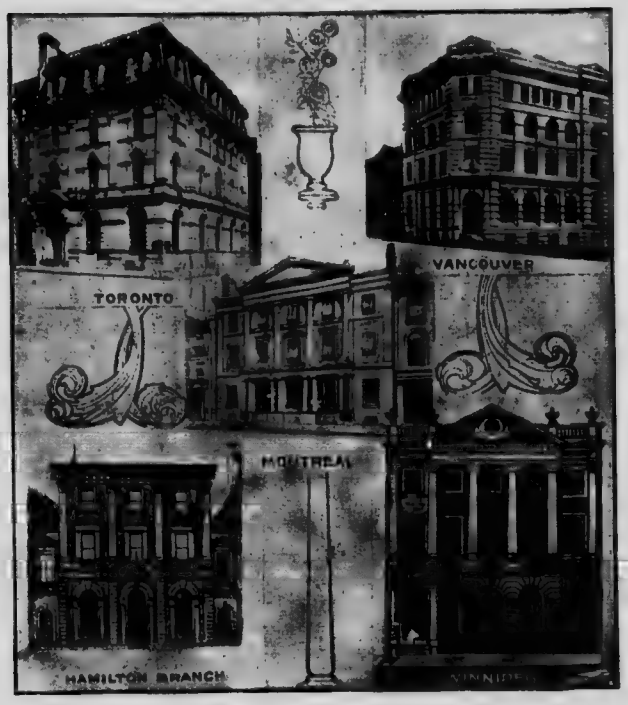
ESTABLISHED IN 1836. INCORPORATED BY ROYAL CHARTER IN 1840.

PAID UP CAPITAL, £1,000,000. **RESERVE FUND, £420,000.**

London Office: - 5 Gracechurch Street, E.C.

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MESSRS. GLYN, MILLS, CURRIE & CO.

Court of Directors:
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MAURICE G. C. GLYN
RICHARD H. GLYN
E. A. HOARE
HENRY J. B. KENDALL
FREDERIC LUBBOCK
G. D. WHATMAN



General Manager:
H. STIKEMAN
MONTREAL

Superintendent of Branches:
J. ELMSLY,
MONTREAL

Secretary:
A. G. WALLIS

London Office Manager:
W. S. GOLDBY

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LONGUEUIL (Sub Branch)		" Union St. (Sub Branch)	
MONTREAL, St. Catherine Street		FREDERICTON	
QUEBEC		VICTORIA	BRITISH COLUMBIA.
LEVIS (Sub Branch)		VANCOUVER	
OTTAWA	ONTARIO.	ROSSLAND	
TORONTO		TRAIL (Sub Branch)	
TORONTO JUNCTION		KASLO	
WESTON (Sub Branch)		GREENWOOD	
FENELON FALLS		ASHCROFT	
BOBCAYGEON		WINNIPEG	MANITOBA.
CAMPBELLFORD		BRANDON	
MIDLAND		RESTON	
KINGSTON		BATTLEFORD	NORTH WEST TERRITORIES.
HAMILTON		CALGARY	
" Barton Street (Sub Branch)		YORKTON	
BRANTFORD		MOSTHERN	
LONDON		DUCK LAKE	
" Market Square (Sub Branch)		ESTEVAN	
HALIFAX	NOVA SCOTIA.	DAWSON	YUKON TERRITORY.

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SAN FRANCISCO—Agents, Messrs. H. M. J. MCMICHAEL and A. S. IRELAND, 120 Sansome Street.

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OF CANADA

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Capital and Assets $2,950,000.00

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Policies indisputable after one year

All desirable forms of Policies issued

Inquire for Guaranteed Security Policies and Income Bonds issued by this Company

DAVID DEXTER,

President and Managing-Director.

The Royal Bank of Canada

Incorporated 1869

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CHIEF EXECUTIVE OFFICE - - - MONTREAL, P. Q.
GENERAL MANAGER - - - - - - EDSON L. PEASE



HALIFAX

CAPITAL PAID UP:
$3,000,000.00

RESERVE and UNDIVIDED PROFITS:
$3,300,000.00

TOTAL ASSETS:
$34,000,000.00



MONTREAL WEST END

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51 Branches in Canada. 3 Agencies in Cuba.
Agency in New York City. Agency in Newfoundland

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GENERAL BANKING BUSINESS TRANSACTED.

COLLECTIONS PROMPTLY ATTENDED TO.
CORRESPONDENCE SOLICITED.



HAVANA

Savings Department

in connection with all branches. Accounts opened with deposits of

ONE DOLLAR

and upwards. Interest paid, or credited, half yearly at highest current rate.



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The STANDARD BANK OF CANADA

ESTABLISHED 1875

Capital, paid Up - - - $1,000,000.00
Reserved Fund - - - - $1,000,000.00
Total Assets, 31st March, 1905 $16,381,148.00

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FREDERICK WYLD, Vice-President
W. F. ALLEN A. J. SOMERVILLE T. R. WOOD
W. R. JOHNSTON WELLINGTON FRANCIS

Head Office - - - - - TORONTO

GEO. P. REID, General Manager
J. S. LOUDON, Assistant Gen. Mgr. and Inspector
G. P. SCHOLFIELD, Manager Toronto Branch

A GENERAL BANKING BUSINESS TRANSACTED.

BANK OF MONTREAL

ESTABLISHED 1817

Incorporated by Act of Parliament



Capital (Paid-up), $14,000,000.00
Reserved Fund, 10,000,000.00
Undivided Profits, 373,988.00

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HON. SIR G. A. DRUMMOND, K.C.M.G., Vice-President.
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R. B. ANGUS, Esq. JAMES ROSS, Esq.
R. G. REID, Esq.
HON. ROBERT MACKAY
SIR WILLIAM C. MACDONALD

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H. V. MEREDITH, Assistant General Manager and Manager at Montreal.

A. MACNIDER, Chief Inspector and Supt. of Branches.
W. S. CLOUSTON, Inspector of Branch Returns.
F. W. TAYLOR, Assistant Inspector.
F. J. HUNTER, Assistant Inspector, N.W. and B.C. Branches

JAMES AIRD, Secretary.

Branches:

IN CANADA:

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Province of Quebec.—Montreal: West End Branch, Seigneurs St. Branch; Point St. Charles, Quebec.

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Provinces of Manitoba and North West Territories.—Winnipeg, Man.; Brandon, Man.; Calgary, Alta.; Edmonton, Alta; Gretna, Man.; Indian Head, Assa.; Lethbridge, Alta.; Raymond, Alta.; Regina, Assa.

Province of British Columbia. — Greenwood, Nelson, New Denver, North Westminster, Rossland, Vancouver, Vernon, Victoria.

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In Great Britain.—London, Bank of Montreal, 22 Abchurch Lane, E.C., Alex. Lang, Manager.

In the United States.—New York, R.Y. Hebden and J. M. Greata, Agents, 59 Wall Street. Chicago, Bank of Montreal, J. W. de C. O'Grady, Manager. Spokane, Wash., Bank of Montreal.

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The

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Limited

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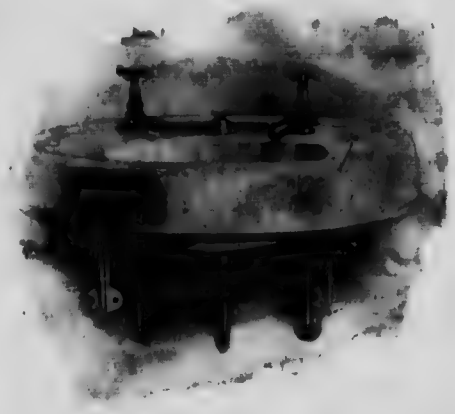


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PASSENGER AND FREIGHT ROUTE

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OF ENGLAND

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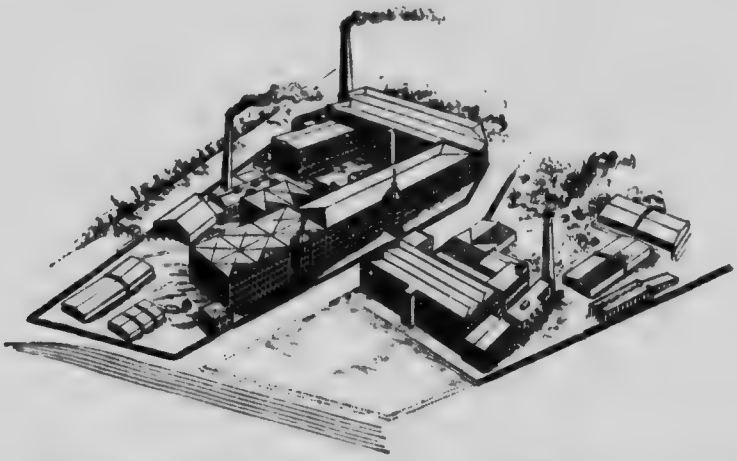
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CRESCENT STEEL
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ESTABLISHED 1859

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Head Office:—SHERBROOKE, QUE.

WM. FARWELL, President
MAJOR I. WOOD, Vice-President
JAMES MACKINNON, Gen. Manager
SAML. F. MOREY, Inspector

CAPITAL:
$3,000,000

RESERVE:
$1,500,000

48 Branches and Agencies

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DOMINION of CANADA

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Lennoxville	"
Magog	"
Manseaville	"
Montreal	"
St. James St.	"
St. Catherine St.	"
St. Lawrence St.	"
Orestown	"
Phoenix	B. C.
Richmond	Que.
Rock Island	"
Sexton Falls	"
Sherbrooke	"
Stanstead	"
St. Gabriel de Brandon	"
St. Hyacinthe	"
St. Johns	"
St. Joseph de Beauce	"
Sutton	"
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EASTERN TOWNSHIPS BANK.

FORTY-FIVE years ago, in June 1859, at a time when the banking facilities of the Eastern Townships were most inadequate, a few of the stalwart men of this section met in the old Magog House at Sherbrooke and there resolved to establish a Bank which would meet the needs of the country.

Among these representative men may be mentioned, Col. Benj. Pomroy, Hon. J. H. Pope, Hon. Hollis Smith, Hon. J. G. Robertson, A. A. Adams, G. K. Foster, Chas. Brooks, H. L. Robinson and R. W. Heneker. As a result of this meeting the Eastern Township Bank was organized; these gentlemen forming the first Board of Directors, with Col. Benj. Pomroy as President.

With the development of this section and the consequent increased demand for funds, the Bank has shown a comensurate steady growth in importance and resources, at the present time its capital amounting to $2,500,000; the reserve to $1,500,000; and its total assets are $16,485,287.70.

Up to 1901 the Bank had confined its offices to the Eastern Townships, but with the large growth interritory which it covered and its increased connections, it was found necessary to open an office in Montreal. The development of the great West seemed to justify further extension and branches were opened in Manitoba and British Columbia. During this extension, its home interests were not lost sight of as shown by the increase of local branches covering the entire country between the northern boundaries of the states of New York, New Hampshire, Vermont and Maine to the river St. Lawrence as far North as St. Joseph which is in about the latitude of Quebec. It now has three offices in Montreal and has purchased prominent and central locations in that city and in the city of Winnipeg, where it has a prosperous and growing branch.

During its entire history it has not failed to return to its shareholders an adequate dividend upon their capital commencing in 1860 at six per cent. and at the present time standing at eight per cent.

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ENGINES — Traction and Portable Simple and Compound

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2 & 3 Horse Level Tread Powers

2 to 12 Horse Sweep Powers

Plowing Engine Tenders, Etc.

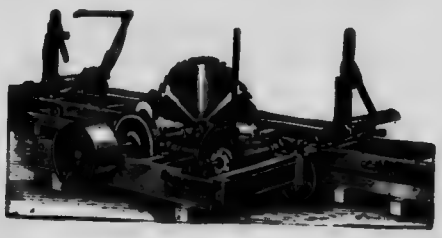
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BRANCH OFFICES:

WINNIPEG, Man. VANCOUVER, B.C. ST. JOHN, N.B. EDMONTON, N.W.T.



This Corporation is one of Canada's representative Financial Institutions, and is one of the largest and strongest in Canada or the United States. Its Paid-Up Capital amounts to $5,951,350.00. It has a Reserve Fund amounting to $2,000,000.00 and its investments amount to the very large sum of $24,122,957.71. The President of the Corporation is Mr. George Gooderham; Mr. J. Herbert Mason is 1st Vice-President and Managing-director; Mr. W. H. Beatty is the 2nd Vice-President. Other officers are: Assistant-General-Manager, R. S Hudson; Secretary, George H. Smith; Manager Ontario Branch, John Massey. The Corporation receives deposits of one dollar and upwards and allows interest thereon at three and a half per cent. per annum, compounded half-yearly, and issues its Debentures bearing interest at four per cent. per annum payable half-yearly for sums of $100 and upwards. It also loans money on the security of improved Farm and Town properties at lowest current rates of interest and on favorable terms of repayment, and purchases Mortgages and Debentures.

DOMINION DeFOREST WIRELESS TELEGRAPH COMPANY, Limited

PRINCIPAL OFFICE:
160 St. James Street
MONTREAL, Que.

CAPITAL STOCK
$1,200,000.00

Par Value: $5.00

DIRECTORS:

Hon. TREFFLE BERTHIAUME, late Proprietor "La Presse," Montreal.
EVARISTE BRASSARD, Godin, Lemieux & Brassard, Advocates, Montreal.
FRANCIS X. BUTLER, Treasurer "American DeForest Wireless Telegraph Company," New York.
LEE DeFOREST, Ph.D., Vice-President "American DeForest Wireless Telegraph Company," New York.
EDGAR W. HUMPHREY, Humphrey & Company, Montreal.
L. J. LEMIEUX, M.D., M.P.P., Montreal.
ABRAHAM WHITE, President "American DeForest Wireless Telegraph Company," St. Louis, Mo.

What the Dominion DeForest Wireless Telegraph Company Limited Owns.

This Company by its contract with the American DeForest Wireless Telegraph Company, becomes the owner of all the patents for wireless telegraphy, or telephony, or improvements thereof, now owned by the American Company, or that it may hereafter acquire, or become interested in, for the Dominion of Canada and Newfoundland. These patents consist of considerably over 100, and more are being acquired from time to time.

Object of the Company.

This Company proposes to build and operate stations at all important points in the Dominion of Canada, and do a general telegraphic business between their own stations as well as stations in the United States, or elsewhere, owned or controlled by the American DeForest Wireless Telegraph Company, or any of their Subsidiary Companies. It will also build and operate stations on both the Atlantic and Pacific Coasts for the Transmission of messages abroad, and will work in harmony with like stations built for foreign DeForest Companies. It will erect and operate stations along all of the important rivers, gulfs and lakes, as well as on the sea coast, and will equip vessels with wireless telegraph instruments, keeping them in touch with their home office until their destination has been reached.

THIS COMPANY OPENED FOR BUSINESS ON JULY 1st, BETWEEN FOLLOWING POINTS:

MONTREAL
QUEBEC CITY
*OTTAWA

Day rate: 20 cents—10 words; 1 cent per word extra.
Night rate: 20 cents — 25 words; ½ cent per word extra.

BOSTON, MASS.
PROVIDENCE, R.I.
HARTFORD, CONN.
NEW HAVEN, CONN.
BRIDGEWATER, CONN.
NEW YORK CITY

Montreal, Ottawa or Quebec to these points:
Day rate: 30 cents — 10 words; 2 cents per word extra.
Night rate: 25 cents — 10 words; 1 cent per word extra.

*Stations ready August 1st.

PHILADELPHIA, PA.
ATLANTIC CITY, N.J.
SEA BRIGHT, N.J.
ATLANTIC HIGHLANDS, N.J.
WATER WITCH, N.J.
LONG BRANCH, N.J.
MONMOUTH, N.J.
GALILEE, N.J.

Montreal, Ottawa or Quebec to these points:
Day rate: 40 cents — 10 words; 3 cents per word extra.
Night rate: 30 cents — 10 words; 2 cents per word extra.

LEWES, DELAWARE
CAPE HATTERAS, N.C.
*CHARLESTON, S.C.

Montreal, Ottawa or Quebec to these points:
Day rate: 50 cents — 10 words; 3 cents per word extra.
Night rate: 40 cents — 10 words; 3 cents per word extra.

*SAVANNAH, GA.
*JACKSONVILLE, FLA.
KEY WEST, FLA.
*MOBILE, ALA.
NEW ORLEANS, LA.
GALVESTON, TEXAS

Montreal, Ottawa or Quebec to these points:
Day rate: 60 cents — 10 words; 4 cents per word extra.
Night rate: 45 cents — 10 words; 3 cents per word extra.

STEAMERS

MALLORY LINE — "Denver" "Concho" "San Jacinto" "City of Columbus" "City of Atlantic" "Horatio Hall" "North Star"
OCEAN S.S. CO. —
MAIN S.S. CO. —
Above Steamers from Montreal, Ottawa or Quebec: $1.30—10 words; 10 cts. per word extra.

QUEBEC S.S. CO. — "Bermudian" "Trinidad" "Cosmo" "Ponce" "Philadelphia" "Caracas" "Olivette" "Mascotte"
NEW YORK & PORTO RICO S.S. CO.
RED D. LINE
P. & O. S.S. CO.
Above steamers from Montreal, Ottawa or Quebec: $1.75 — 10 words; 15 cts. per word extra.

This Company is now prepared to enter into contracts with all railroads for establishing wireless telegraph service on board their trains from permanent stations to moving trains, or between moving trains, or to equip locomotives with automatic wireless block signals, whereby the presence of another locomotive in the danger zone will be communicated to the engineer.

After October 1st we will be prepared to make contracts with all steamships leaving Canadian ports for establishing wireless telegraphy on board, and we will guarantee to keep all vessels so equipped in communication with their Canadian or American offices whilst vessel is within 500 miles of port.

ADDRESS ALL CORRESPONDENCE TO

Dominion DeForest Wireless Telegraph Company, Limited

160 St. James Street — MONTREAL, Can.

SHAWINIGAN FALLS

Province of Quebec

CANADA



MANUFACTURERS

desiring to establish **PLANTS IN CANADA** should not fail to investigate the advantages of this most modern and up-to-date manufacturing community.

Power in the form of electrical current can be delivered in units to suit customers.

Water power can be supplied under exceptional advantages.

Prices lower than are obtainable elsewhere.

Excellent building sites, good railway transportation and abundant labor.

ELECTRO-CHEMICAL INDUSTRIES MAY OBTAIN SPECIAL ADVANTAGES.



The Shawinigan Water & Power Company

MONTREAL

WESTERN CANADA WINS

THE WORLD'S ATTENTION DRAWN TO IT

A Phenomenal Development. — In the Splendid Harvest of 1904 Western Canada produced over One Hundred Million Bushels of Grain—Probably Sixty Million Bushels of Wheat – Forty of Oats — Ten of Barley — Making a Grand Total of 110,000,000 Bushels.

WESTERN CANADA HAS THE RICHEST SOIL IN THE WORLD.

More than half a Million People have their Homes in Western Canada.
Still there is Plenty of Room.

The Canadian Government gives 160 Acres, FREE, to any male over 18 years of age, or to a widow having minor children dependent upon her for support.

DON'T DELAY, THE LAND IS BEING RAPIDLY TAKEN UP.

In the past year, 22,727 British Settlers came to Western Canada.—Poor Men grow rich and glad in Western Canada.—Happy homes for millions.—Western Canada the future Granary of the World.—Three hundred miles of Coal.—Finest Grain and Cattle.—Every inducement for Homeseekers.—Churches and Schools.—Small taxes, Cheap fuel, Good climate, Good markets.

DON'T BE A RENTER. OWN YOUR OWN HOME.

Railways keep pace with the needs of Western Canada.— Six thousand miles of Track. -Hundreds of miles to be added.—1015 Elevators in Western Canada with a capacity of 27,683,000 Bushels.—33,152 head of Cattle were sent east from Western Canada from May 1 to Oct. 31, last year.

FIELDS OF GOLDEN GRAIN. WORLD'S HARD WHEAT GRANARY.

Information gladly given on Western Canada by the following:

W. W. CORY, Deputy Minister of the Interior, Ottawa, Canada.

W. D. SCOTT, Superintendent of Immigration, Ottawa, Canada.

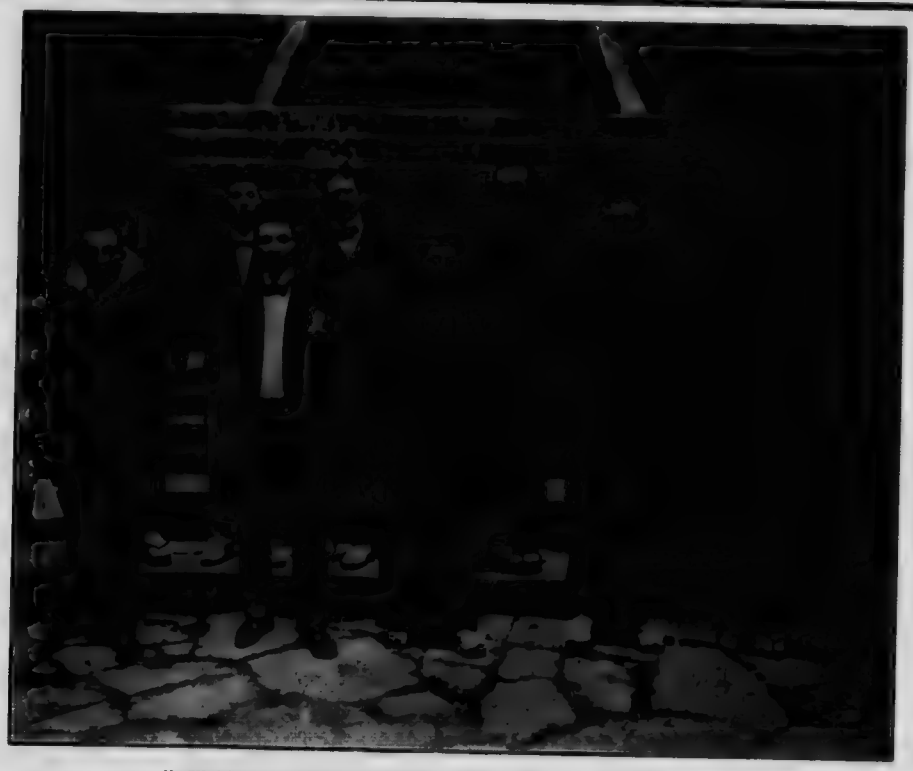
W. T. R. PRESTON, Commissioner of Emigration,
11 & 12 Charing Cross, London, England.

SHORT & CO. EXPORTERS and IMPORTERS, MANUFACTURERS' AGENTS.

SPECIALTIES:

Japanese Goods, also English, German, and American Novelties

OF EVERY DESCRIPTION



Mr. SHORT AND SOME OF THE JAPANESE MANUFACTURERS HE REPRESENTS.

Owing to the growing demand throughout Canada for the unique, beautiful and artistic manufactured products of Japan, MESSRS. SHORT & COMPANY have established themselves in MONTREAL, with commodious showrooms and office in the BOARD OF TRADE BUILDING. They directly represent the leading Japanese manufacturing and industrial concerns of that country in every branch.

A carefully selected line of English, American and German Smallwares and Specialties, suitable for the Canadian Trade.

Japanese Porcelains and Bronzes, Furniture, Cabinets, Etc., Chemicals, Silks, Straw Mattings, Carpets, Rugs and Floor Coverings, Japanese Fans, Jewelry and Miscellaneous Goods of every description.

SHORT & CO., Board of Trade Building MONTREAL

HOASHI & CO., JAPAN

CODES: Lieber's; A. B. C., 5th Edn. Western Union.

CABLE ADDRESS: "SHORT" Correspondence Solicited.

A. E. AMES & CO.
LIMITED

INVESTMENT SECURITIES

BONDS AND STOCKS
BOUGHT AND SOLD ON COMMISSION

REQUIREMENTS of INVESTORS
CAREFULLY CONSIDERED BY PERSONAL INTERVIEW OR CORRESPONDENCE

10 KING STREET EAST, **TORONTO**

ONTARIO



A Field for Investment

BY

The Settler **The Lumberman**
The Miner **The Manufacturer**

OR OTHERS

For information as to conditions in different districts, terms, etc.
Write to

THOS. SOUTHWORTH,
Director of Colonization,
TORONTO, ONTARIO

HON. J. J. FOY,
Commissioner of Crown Lands.

The

SOVEREIGN BANK OF CANADA

Authorized Capital, - $2,000,000
Subscribed Capital, - 1,625,000
Paid Up Capital, - 1,594,564
Reserve, Surplus and Undivided Profits, - 500,000

HEAD OFFICE: TORONTO

CHIEF EXECUTIVE OFFICE: MONTREAL



D. M. STEWART,
2nd Vice-President and General Manager

W. GRAHAM BROWNE,
Montreal Manager.

DEPOSITS received and interest on same credited quarterly at highest rates.
Dividends and coupons on Canadian and American securities collected on the most favorable terms.
Prompt and reliable information furnished regarding all Canadian investments.
Payments made throughout Canada or in the United States on the best terms.

CORRESPONDENCE INVITED

ADDRESS:

THE MANAGER
THE SOVEREIGN BANK OF CANADA
MONTREAL

LONDON CORRESPONDENTS:

J. S. MORGAN & CO.
LONDON JOINT STOCK BANK, LTD.
UNION DISCOUNT CO., LTD.
DRESDNER BANK
SWISS BANKVEREIN
BROWN SHIPLEY & CO.

THE HAMILTON BRIDGE WORKS COMPANY LIMITED

HAMILTON, Canada.

Emergency work and work where quick delivery is required a specialty.

ENGINEERS AND MANUFACTURERS OF

Architectural and Structural Steel

Steel Frame Buildings a Specialty.

Roofs, Trusses, Columns and Girders.

We are in a position to make prompt deliveries.
We solicit contracts where skill in execution and technical knowledge of design are important conditions.
If you desire to consult our Engineer, we would be pleased to make an appointment.
We manufacture and erect Stuctural Steel for Office Buildings, Warehouses, Mill Buildings, Power Plants, etc., and also furnish miscellaneous structural jobs and orders, fitted or cut to size, as required by Manufacturers, Engineers, Architects, Contractors and Builders.

We have in Stock in Hamilton, Canada

BEAMS, CHANNELS, ANGLES, PLATES

All of this material for sale in lengths up to 50 ft. We can ship promptly and should be pleased to receive your order.

Prices, Estimates, Plans and other information cheerfully given on application.

LONG DISTANCE TELEPHONES HAMILTON, 1620 - 1630 - 1568 CORRESPONDENCE SOLICITED

Imperial Bank

OF CANADA

CAPITAL paid up - $3,000,000
RESERVE - - $3,000,000

Directors:

T. R. MERRITT, *President.* D. R. WILKIE, *Vice-President.*
Wm. Ramsay, Robt. Jaffray,
Elias Rogers, Wm. Hendrie,
J. Kerr Osborne, Charles Cockshutt.

HEAD OFFICE, - TORONTO

D. R. WILKIE, General Manager.
E. HAY, Asst. General Manager.
W. MOFFAT, Chief Inspector.

Branches in Province of Ontario:

Bolton	Listowel	St. Catharines
Essex	Niagara Falls	Sault Ste. Marie
Fergus	North Bay	St. Thomas
Galt	Ottawa	Toronto
Hamilton	Port Colborne	Welland
Ingersoll	Rat Portage	Woodstock

Branch in Province of Quebec:
Montreal

Branches in North West Territories and Provinces of Manitoba and British Columbia:

Arrowhead, B.C.	Regina, N.W.T.
Balgonie, Assa.	Rosthern, Sask.
Brandon, Man.	Revelstoke, B.C.
Calgary, Alta.	Strathcona, Alta
Cranbrook, B.C.	Trout Lake, B.C.
Edmonton, Alta.	Vancouver, B.C.
Golden, B.C.	Victoria, B.C.
Nelson, B.C.	Wetaskiwin, Alta.
Portage La Prairie, Man.	Winnipeg, Man.
Prince Albert, Sask.	

AGENTS IN GREAT BRITAIN—"Lloyds Bank Limited," Head Office Lombard Street, London, with whom money may be deposited for transfer by letter or cable to any part of Canada.
AGENTS IN UNITED STATES—New York: Bank of the Manhattan Company. Chicago: First National Bank. San Francisco: Wells, Fargo and Co.'s Bank.
AGENTS IN PARIS, FRANCE — Crédit Lyonnais.
Drafts Sold, available at all points in Canada, United States and Europe.
Municipal and other Debentures purchased. Letters of credit issued.
SAVINGS BANK DEPARTMENT. Deposits received and interest allowed at current rates from date of opening account.

Facts that speak for themselves !

A COMPARATIVE STATEMENT OF THE PROGRESS OF

THE TRADERS' BANK OF CANADA

FROM MAY 1900.

BRANCHES AT FIFTY-ONE POINTS THROUGHOUT THE PROVINCE OF ONTARIO.

Date	Capital Paid up	Rest	Deposits	Circulation	Assets	Dividend
May 31 1900	1,000,000	150,000	6,528,074 38	967,440	9,177,061	6
1901	1,344,420	250,000	7,672,591 57	1,192,470	10,846,449	6
1902	1,350,000	350,000	8,880,430 40	1,337,600	12,294,836	6
1903	1,500,000	450,000	10,881,652 06	1,439,510	14,759,572	7
1904	2,000,000	700,000	13,311,296 34	1,868,900	18,573,533	7
Dec. 31 1904	2,564,797	Rest and undivided Profits 950,000	14,999,563 68	2,200,545	21,409,410	

A GENERAL BANKING BUSINESS TRANSACTED.

HEAD OFFICE:

TORONTO

CHAS. D. WARREN, President.
H. S. STRATHY, General Manager.
J. A. M. ALLEY, Inspector.

THE MOLSONS BANK

INCORPORATED BY ACT OF PARLIAMENT 1855



HEAD OFFICE, MONTREAL

HEAD OFFICE - MONTREAL
CANADA

Capital Paid Up - $3,000,000

Reserve Fund - $3,000,000

(Equalling amount of Paid Up Capital)

48 BRANCHES THROUGHOUT CANADA

JAMES ELLIOT,
General Manager.

A. D. DURNFORD,
Chief Inspector and Superintendent of Branches.

NIAGARA FALLS TORONTO

THE GREATEST SCENIC WONDER OF AMERICA



CANADA'S BIG CITY

No one should miss seeing both. They are connected by the Niagara River Line Steamers.

SIX TRIPS DAILY EXCEPT SUNDAY

Write for FREE descriptive booklet.

B. W. FOLGER, MANAGER,
TORONTO, ONTARIO.

AMERICAN ABELL
ENGINE & THRESHER COMPANY LIMITED

MANUFACTURERS OF A FULL LINE OF

THRESHING MACHINERY

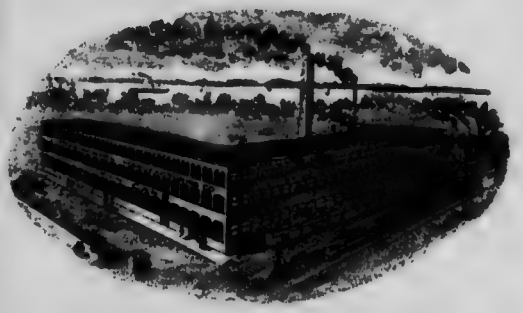


Factory:
TORONTO

Sales Branches:
WINNIPEG and REGINA

Tin Cans | The Norton Manufacturing Co. | Canners' Supplies

Manufacturers of



ESTABLISHED 1869

EMERALD and SHAW STS.
HAMILTON, ONTARIO

Tin Cans

FOR PACKERS USE
BY
Automatic Machinery

FRUIT, PAINT, LARD, BAKING POWDER, FISH and LOBSTER CANS. WIRE CABLE and BAR. SOLDER CANNERS' SUPPLIES.

HOTEL EMPIRE

Broadway and 63 Street West
NEW YORK CITY



Take nearest car at any Railway or Steamboat Terminal they all pass or transfer to the Hotel Empire

OVER $250,000.00
IN IMPROVEMENTS JUST COMPLETED

ELECTRIC CLOCKS, TELEPHONES AND AUTOMATIC LIGHTING DEVICES IN EVERY ROOM

Elevated and Subway Stations one minutes' walk from our door. Within easy walking distance of Theatre and Shops.

Completely Remodeled and Redecorated.

Refurnished throughout in Solid Mahogany and Brass.

From Grand Central Station take Crosstown Car to Broadway, transfer north to Hotel Empire, 7 minutes from the station.

From Cortlandt or Liberty Street Ferries take cars marked 6th and Amsterdam Ave. direct to Hotel Empire door in 20 minutes.

From all the Ferries, Steamboat and Ocean Steamers, take 9th Ave. Elevated to 59th St., from which it is one minute to Hotel Empire.

Rooms with Detached Bath, $1.50 Per Day and Upwards
" " Private " 2.00 " " "
Suits " " " 3.50 " " "

RESTAURANT NOTED FOR ITS EFFICIENT SERVICE AND MODERATE PRICES.

W. JOHNSON QUINN, Prop.
Write for Booklet

BONDS and DEBENTURES

GOVERNMENT
MUNICIPAL
and
CORPORATION
SECURITIES

WRITE FOR MONTHLY LIST

DOMINION SECURITIES CORPORATION LIMITED
26 KING STREET TORONTO

FOR CONSERVATIVE INVESTORS

STREET RAILWAY CO. BONDS
TELEPHONE CO. BONDS
LIGHTING CO. BONDS
POWER CO. BONDS
STEAM RAILWAY CO. BONDS

FOR SALE AT ATTRACTIVE RATES.

HIGH GRADE INVESTMENTS

John Watson & Son

Manufacturers of
Iron Stairs, Elevator Enclosures, Fire-escapes, Railings of all kinds

The Ornamental Iron Work, cast and wrought, was manufactured and erected by this firm in the following, amongst other public buildings in Montreal.

MONTREAL BOARD OF TRADE
WINDSOR STATION C. P. R.
GUARDIAN ASSURANCE BUILDING
THE METROPOLITAN BANK BUILDING
THE BANK OF OTTAWA
THE MONTREAL M. A. A. A. BUILDING
THE SUN LIFE BUILDING
THE BELLEVUE FLATS
THE STRATHCONA HALL
S. CARSLEY COMPANY'S BUILDING
ROYAL OBSERVATORY OTTAWA
HOCHELAGA BANK, QUEBEC
BELL TELEPHONE BUILDING
WIRE AND CABLE BUILDINGS

WORKS AND OFFICE:
167 to 173 Wellington Street,
MONTREAL



Architectural Iron Works



ALLAN LINE ROYAL MAIL STEAMERS

SWIFT SAFE ELEGANT ECONOMICAL

Weekly Sailings:

Montreal via Quebec to Liverpool
Montreal to Glasgow
Montreal to London

Fleet — 34 Steamers — 160,000 Tons

FAST MAIL STEAMERS

Victorian,	12,000	Tons
Triple Screws, Turbine		
Virginian,	12,000	"
Triple Screws, Turbine		
Tunisian,	10,576	"
Twin Screws		
Bavarian,	10,375	"
Twin Screws		
Ionian	9,000	"
Twin Screws		
Pretorian,	6,204	"
Parisian,	5,395	"

The great beam of these steamers, 60 feet, together with their bilge keels reduce the rolling motion to a minimum.
All the first and second cabin accommodation is within 150 feet of the centre of the ship.
All the steamers of this service, except one, have been built since 1900, they are therefore "up-to-date" in everything which conduces to the safety and comfort of the passenger.
The desire of the owners has been to make them as comfortable as high-class hotels and those who have patronized them say this has been accomplished.
Refrigerators and ventilated compartments on most approved principle for perishable cargo.

For Rates of Passage or Dates of Sailings, Apply to

H. & A. ALLAN, Montreal
or
ALLAN BROS & CO., 10 James St., Liverpool.

The Union Trust Company Limited

HEAD OFFICES

TORONTO, CANADA

Paid Up Capital **$2,000,000**

Reserve **$285,000**

OFFICERS AND DIRECTORS:

Chief Justice Falconbridge, M.D., President.
Hon. Elliott G. Stevenson, 2nd Vice-President.
Matthew Wilson, K.C.
Lt.-Col. John I. Davidson

Hon. George E. Foster, M.P., 1st Vice-President.
Sir John A. Boyd, K.C.M.G.,
Lt. Col. J. A. McGillivray, K.C.
Hon. G. W. Ross, M.P.P.

Land Department

Choice selected Lands in Manitoba and the Territories in

CANADA'S GREAT NORTHWEST

For sale in blocks large and small.
Near Good Railway Lines at Reasonables Prices and on Easy Terms.

This Company Acts as:—

Trustee
Guardian
Receiver
Administrator

Collections undertaken for Foreign Creditors.
Estates managed. Rents Collected.
General Fiduciary Business Transacted with Fidelity and Despatch.

ADDRESS ALL ENQUIRIES TO

Temple Building

HON. G. E. FOSTER, TORONTO, Canada

COAL
AND
WOOD
AT LOWEST PRICES



OFFICES:

3 King East
413 Yonge
793 Yonge
1131 Yonge, at C.P.R. Crossing
415 Spadina Avenue
306 Queen East
204 Wellesley
576 Queen West
1352 Queen West
Bathurst, opposite Front
Esplanade East, near Berkeley
Esplanade East, near Church
Pape Avenue, at G.T.R. Crossing
Lansdowne Avenue, near Dundas
Corner Bloor and Dufferin
Corner College and Dovercourt

The ELIAS ROGERS Co. LIMITED

The
BOILER
INSPECTION
and
INSURANCE
COMPANY

Consulting Engineers

CANADA LIFE BUILDING
TORONTO

GEO. C. ROSS, Chief Engineer.
H. N. ROBERTS, Secretary.

FACTS

Toronto, November 09th, 1904.

THE BOILER INSPECTION & INSURANCE CO. OF CANADA,
Canada Life Building,
City.

Gentlemen:—

We have much pleasure in signifying our appreciation of the various engineering services you have rendered us during the many years we have had a Boiler Insurance Policy with you, and would say further, that the benefits we have derived from the advice given by your Engineers and Inspectors, from time to time, has been of great value to us.

Wishing you every success,

We remain,
Yours truly,
KEMP MANUFACTURING COMPANY,
Per W. A. Kemp.

Cache Bay, Ont., October 17th, 1904.

THE BOILER INSPECTION & INSURANCE CO. OF CANADA,
Toronto, Ont.

We take pleasure in certifying that the engineering services given with one of your Policies of Boiler Insurance fully repay any outlay in the shape of premium, and at the same time furnish a feeling of security against accident by explosion.

In short, these engineering services have given us the best of satisfaction.

Yours truly,
GEO. GORDON & CO.

Toronto, October 17th 1904.

THE BOILER INSPECTION & INSURANCE CO. OF CANADA,
Canada Life Building,
Toronto, Ont.

Gentlemen:—

We have much pleasure in signifying our very high appreciation of the valuable engineering services rendered to us by you during the period our boilers have been insured.

We consider that any of your Policy-holders who choose to take advantage of services that are practically free to them, will receive far more than full value for the premiums paid by them.

Personally we cannot speak too highly of the advantages we have derived from your advice on several occasions, advice which has been the means of saving us considerable money.

Yours truly,
THE ONTARIO LUMBER CO., Limited
H. H. Cook, President.

Toronto, 21st November, 1904.

THE BOILER INSPECTION & INSURANCE CO. OF CANADA.
Toronto, Ont.

Dear Sirs:—

We beg to acknowledge receipt of your favor of 20th inst. enclosing cheque for $[illegible] in full payment of loss under your Policy No. [illegible] caused by the explosion of our boiler three days ago. Also of your favor of 19th inst.: enclosing cheques for $[illegible] being the additional insurance on the lives of the Engineer and Fireman who were killed, payable to us, under the policy, for their representatives.

Assuring you of our high appreciation of your prompt and satisfactory settlement of this loss. We are,

Yours truly,
UNITED FACTORIES, LIMITED,
per Emil C. Boeckh, Pres. & Gen'l Manager.

THE BANK OF TORONTO

INCORPORATED 1855

HEAD OFFICE - - - TORONTO, Canada

Capital - $3,000,000
Reserve - - 3,300,000
Total Assets 27,000,000

Directors:

GEORGE GOODERHAM, President.
WILLIAM H. BEATTY, Vice-President.
W. G. GOODERHAM
JOHN WALDIE
ROBERT REFORD
HON. C. S. HYMAN, M.P.
ROBERT REIGHEN
WILLIAM STONE
JOHN MACDONALD

Branches:

TORONTO
Cor. Church and Wellington
" King and Bathurst
" Queen and Spadina
" Queen and Bolton
" Queen and Parliament
MONTREAL
Cor. St. James and McGill
" St. Catherine and Guy
Board of Trade
Point St. Charles
Maisonneuve

Allendale, Barrie, Brantford, Brockville, Cardinal, Cobourg, Coldwater, Collingwood, Copper Cliff, Creemore, Dorchester, Elmvale, Galt, Gananoque, Gaspé, Que., Keene, London, London East, Millbrook, Oakville, Oil Spring, Omemee, Peterboro, Petrolia, Port Hope, Preston, Rossland, B. C, St. Catharines, Sarnia, Stayner, Sudbury, Thornbury, Wallaceburg

CURRENT ACCOUNTS opened for business men on favorable terms:
DRAFTS AND LETTERS OF CREDIT issued available throughout the World.
IN OUR SAVINGS DEPARTMENT deposits are received for any amount ($1 and upwards) and interest is paid on all balances twice a year. No delay in depositing or withdrawing money.
COLLECTIONS made and proceeds promptly remitted.

J. HENDERSON, Asst. General Manager. DUNCAN COULSON, General Manager.

THE BANK OF OTTAWA



Capital (authorized) $3,000,000
" (Paid Up) 2,500,000
Rest & undivided profits 2,573,332
Total Assets over 23,000,000

HEAD OFFICE, OTTAWA, Can.

Correspondents in every Banking Town

47 OFFICES IN THE DOMINION OF CANADA

GEO. HAY, President. DAVID MACLAREN, Vice-President. GEORGE BURN, General Manager. D. M. FINNIE, Asst. General Manager.

SAVES SPACE
NO BOILER BETTER

SAVES COAL
FEW EQUALS

THE CANADIAN
HEINE SAFETY BOILER CO.

JOHN J. MAIN, MANAGER

ESPLANADE, OPP. SHERBOURNE ST.

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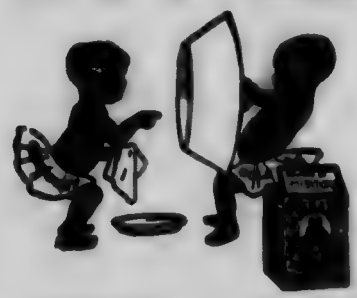
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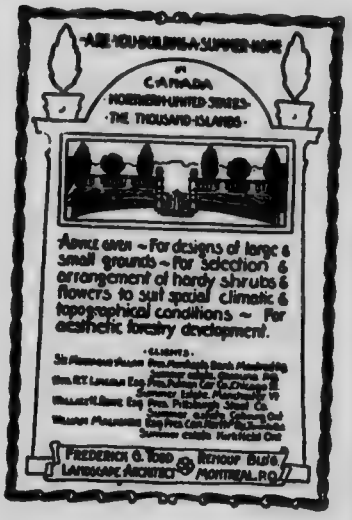
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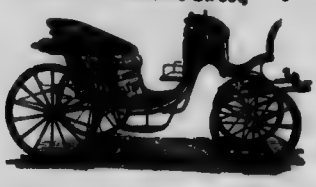
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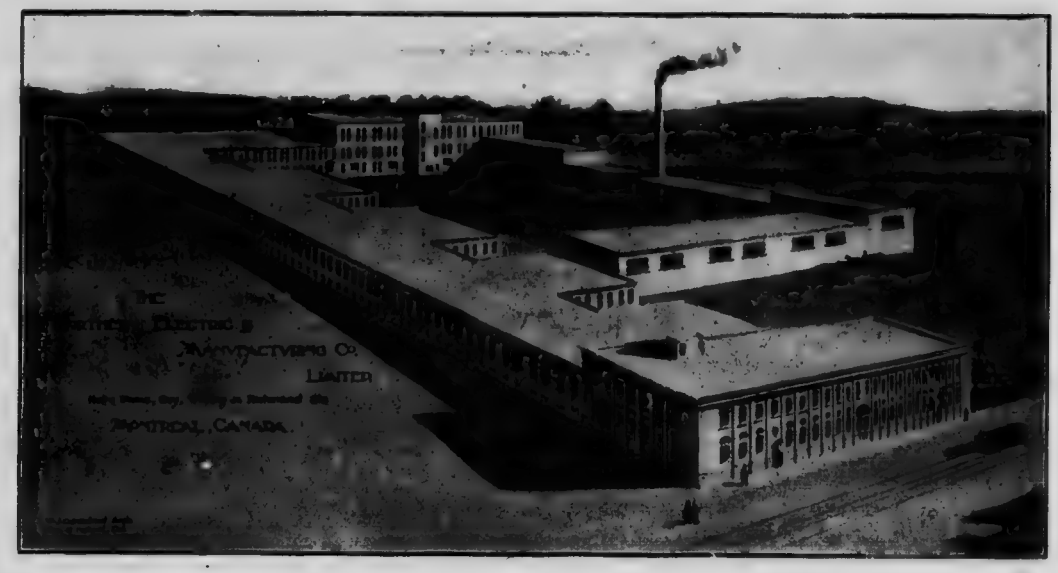
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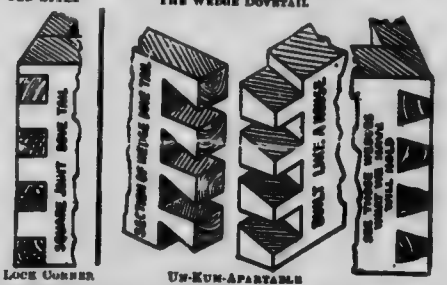
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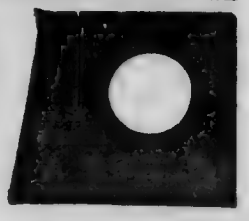
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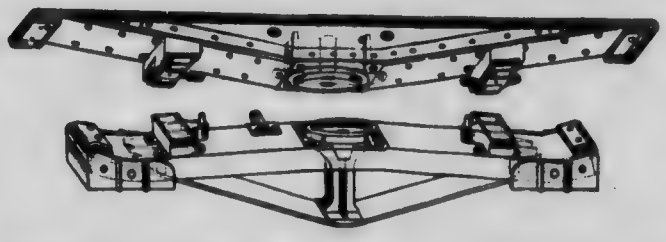
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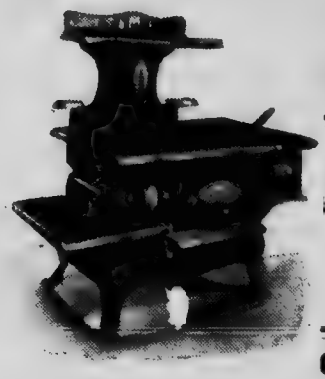
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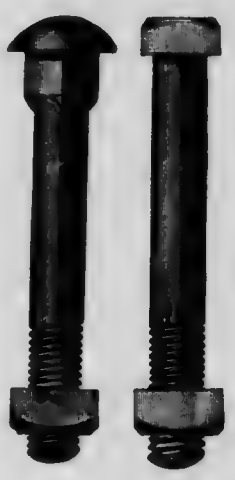
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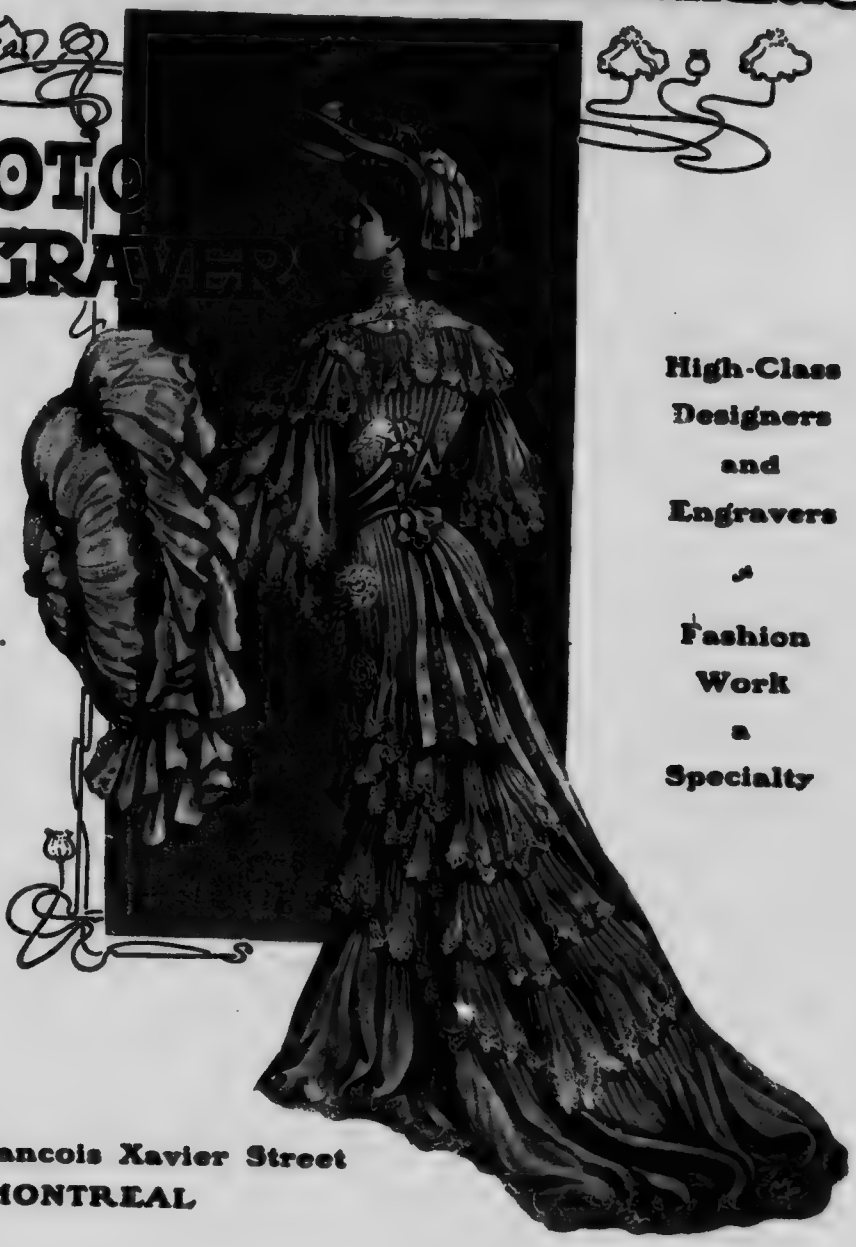
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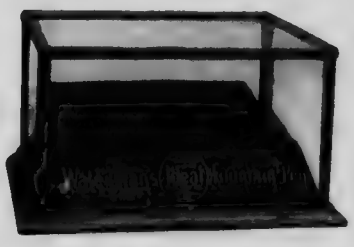
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Geo. Gale & Sons.. .. ..Waterville, Que.

BEEF EXTRACT.

American Fluid Beef Co.. .. ..
Bovril, Ltd.. .. ..Montreal.

BELLS.

C. C. Clark & Bro.. .. ..Cote St. Paul, Montreal.

BOOT AND SHOE MANUFACTURERS, DEALERS, FINDINGS, MACHINERY.

The Ames Holden Co. of Montreal, Ltd.. .. .. ..Montreal.
J. & T. Bell.. .. ..
F. B. Bethell & Co.. .. ..
A. Corbeil.. .. ..
Dufresne & Locke.. .. ..

Empire Shoe Co.. .. ..Montreal.
Frank & Bryce.. .. .. "
Kingsbury Footwear Co.. .. .. "
The James McCready Co., Ltd.. .. .. "
L. H. Packard & Co.. .. .. "
J. L. Pottier & Co.. .. .. "
Royal Shoe Co.. .. .. "
The Tetrault Shoe Co.. .. .. "
American Dressing Co.. .. .. "
J. B. Blouin & Son.. .. ..Quebec.
Caron Shoe Machinery Co.. .. .. "
J. & M. Cote Co.. .. .. "
Decaut, Lalonde & Co.. .. .. "
J. D. Langlois & Co.. .. .. "
The Wm. A. Marsh Co., Ltd.. .. .. "
G. L. Richardson & Sons.. .. .. "
The John Ritchie Co.. .. .. "
C. Rochette.. .. .. "
Lac. Routier.. .. .. "
Tebbett Bros.. .. ..Three Rivers.

BOX MANUFACTURERS.

G. & J. Caplin .. ..Montreal.
Major Manufacturing Co.. .. .. "
Martin Bros. & Co.. .. .. "

BREWERS AND BOTTLERS.

Bixel Brewing & Malting Co., Ltd.. .. ..Brantford.
Wm. Dow & Co.. .. ..Montreal.
John H. R. Molson & Bros.. .. .. "
Montreal Brewing Co., Ltd.. .. .. "
W. J. Rafferty.. .. .. "
Reinhardt & Co.. .. .. "
Union Brewery, Ltd.. .. .. "
Bates Bros Brewing Co., Ltd.. .. ..Owen Sound
Boswell & Co.. .. ..Quebec.
Taylor & Bate.. .. ..St. Catharines.
Silver Spring Brewery, Ltd.. .. ..Sherbrooke.
L. Kuntz Park Brewery.. .. .. .Waterloo

BREWERS' SUPPLIES.

Thomas Burdett.. .. ..Montreal.

BRICK MANUFACTURERS.

D. G. Loomis & Sons.. .. ..Montreal.
Laprairie Brick Co., Ltd.. .. .. "
Montreal Fire Brick & Terra Cotta Works.. .. "

BRIDGE BUILDERS.

The Hamilton Bridge Works Co., Ltd.. .. .. ..Hamilton.
Dominion Bridge Co., Ltd.. .. ..Montreal.

BROKERS, STOCKS, BONDS, MINING, ETC.

G. J. Adams & Co.. .. ..Montreal.
Barlow & Co.. .. .. "
L. G. Beaubien & Co.. .. .. "
Bruneau & Dupuis.. .. .. "
D. W. & A. E. Brunet.. .. .. "
Norris P. Bryant.. .. .. "
Burnett & Co.. .. .. "
C. Ross Dobbin.. .. .. "
Jno. A. Douglas.. .. .. "
G. C. Dunlop.. .. .. "
J. H Dunn & Co.. .. .. "
Dinning & Eckerstein .. .. "
E. Mackay Edgar & Co.. .. .. "
Fairbanks Bros.. .. .. "
G. A. Forbes.. .. .. "
L. J. Forget & Co.. .. .. "
E. H. Gay & Co.. .. .. "
Grant & Gaudet.. .. .. "
Hanson Bros.. .. .. "
Charles Head & Co.. .. .. "
C. Franklin Hibbert.. .. .. "
R. R. Hickson.. .. .. "
H. Wolferstan Higgins.. .. .. "
F. C. Hirsch.. .. .. "
Humphrey & Co.. .. .. "
F. L. Hutchinson.. .. .. "
Laidlaw & Co.. .. .. "
McCuaig Bros. & Co.. .. .. "
McDougall & Cowans.. .. ..Montreal.
J. R. Meeker.. .. .. "
C. Meredith & Co.. .. .. "
Meredith, McLaren & Co.. .. .. "
R. Mest & Co.. .. .. "
Oswald Bros.. .. .. "
J. Pitblado & Co.. .. .. "
Edmund & Chas. Randolph.. .. .. "
Antoine, Robert.. .. .. "
E. G. Rykert & Co.. .. .. "
H. C. Scott.. .. .. "
H. E. Smith.. .. .. "
R. Wilson-Smith & Co.. .. .. "
J. Percy Taylor.. .. .. "
Frank Thompson & Co.. .. .. "
W. J. Turpin & Co.. .. .. "
Douglas, Lacey & Co. .. ..New York.
A. R. McDonald & Co.. .. ..Quebec.
A. E. Ames & Co.. .. ..Toronto.
Wm. C. Brent.. .. .. "
Aemilius Jarvis & Co.. .. .. "
H. O'Hara & Co.. .. .. "
Osborne & Francis.. .. .. "
Osler & Hammond.. .. .. "
R. H. Temple & Son.. .. .. "
A. E. Webb & Co.. .. .. "
Douglas, Lacey & Co.. .. ..Toronto.

BRUSH MANUFACTURERS.

Meakins Sons Co.. .. ..Montreal.
Normandin, Prance & Co.. .. .. "

CANNING COMPANIES.

Graham Co., Ltd.. .. ..Belleville.
Belleville Canning Co.. .. .. "

CAN MANUFACTURERS.

The Norton Manfg. Co . .. .Hamilton.
Acme Can Works.. .. ..Montreal.
A. R. Whittall.. .. .. "

CARBIDE MANUFACTURERS.

Ottawa Carbide Co., Ltd.. .. ..Ottawa.

CARPET BEATING.

Montreal Carpet Beating Co.. .. ..Montreal.

CARPETS.

John Kay Son & Co., Ltd.. .. ..Montreal.
Moore Carpet Co., Ltd.. .. ..Sherbrooke.

CARRIAGE AND WAGON MANUFACTURERS.

Canada Carriage Co.. .. ..Brockville.
Jas. Halpin.. .. ..Montreal.
A. Jennings & Co.. .. .. "
R. J. & N. Kendal.. .. .. "
The A. C. Lariviere Co.. .. .. "
Berard & Major.. .. .. "
J. Bonhomme.. .. .. "
Theop. Trudeau.. .. .. "

CARTAGE AND FORWARDING.

Cunningham & Mills.. .. ..Montreal.
Meldrum Bros.. .. .. "
Sheddon Forwarding Co., Ltd.. .. .. "
Ottawa Transportation Co.. .. .. .Ottawa.
Ottawa Forwarding Co., Ltd.. .. .. "

CEMENT MANUFACTURERS.

International Portland Cement Co., Ltd.. .. .. ..Ottawa.

CEREALS.

The Frontenac Cereal Co.. .. ..Kingst n

CHEMICALS AND DYE STUFFS.

The Nichols Chemical Co.. .. ..Montreal.

Farbenfabriken, of Elberfeld Co.. .. ..New York.
A. Klipstein & Co. .. .. "
Kuttroff, Pickhardt & Co.. .. .. "
H. A. Metz & Co.. .. .. "

CIGAR MANUFACTURERS.

T. J. Fair & Co., Ltd.. .. ..Grantford.
The Emporium Cigar Co.. .. ..St. Hyacinthe.

CLOTHING MANUFACTURERS.

B. A. Small & Co (Fit Reform).. .. ..Montreal.
Campbell Manfg. Co., Ltd.. .. .. "

COAL.

Citizens' Coal Co.. .. ..Montreal.
The J. F. Moore Co.. .. .. "
Elias Rogers.. .. ..Toronto.
Standard Fuel Co., Ltd.. .. .. "

COFFEE, SPICES.

S. H. & A. S. Ewing.. .. ..Montreal.

COLLEGES.

Miss M. Graham.. .. ..Montreal.
Ottawa Business College.. .. ..Ottawa.
Ridley College.. .. ..St. Catharines.
St. Hyacinthe College.. .. ..St. Hyacinthe.

CONSULS.

N. de Struve (Russian).. .. ..Montreal.

CONTRACTORS.

Steel Storage & Elevator Construction Co... ....Buffalo.
Etienne Dussault.. .. ..Levis.
C. E. Deakin.. .. ..Montreal.
J. W. Harris.. .. .. "
J. A. Jamieson.. .. .. "
Alex. Jeffrey & Co.. .. .. "
Peter Lyall & Sons.. .. .. "
Martineau & Prenoveau.. .. .. "
J. B. Pauze & Co.. .. .. "
Chas. Thackery Co... .. .. "
A. Joncas.. .. ..Sherbrooke.
Simoneau & Dion.. .. .. "

CONTRACTORS' AND BUILDERS' SUPPLIES.

J. Benjamin Dagenais.. .. ..Montreal.
E. F. Dartnell.. .. .. "
F. H. Hopkins & Co.. .. .. "
T. A. Morrison & Co.. .. .. "
W. H. C. Mussen & Co.. .. .. "
Jacob Simard.. .. ..St. John's, Que.

COOPERS.

Thos. Hanley.. .. ..Montreal.

CORDAGE.

Canadian Cordage & Mfg. Co., Ltd.. .. .. .. .Peterboro.

CORK MANUFACTURERS.

Canadian Cork Cutting Co.. .. ..Montreal.

CORSET MANUFACTURERS.

Konig & Stuffman.. .. ..Montreal.
Eastern Township Corset Co.. .. ..St. Hyacinthe.

COTTON BROKERS.

R. W. Withycomb & Co.. .. ..Montreal.

CREAM SEPARATORS.

Canadian Dairy Supply Co.. .. .. .Montreal.
R. A. Lister & Co., Ltd.. .. .. "
National Manfg. Co., Ltd.. .. ..Pembroke.

CUTLERY.

James Hutton & Co.. .. ..Montreal.

DAIRIES.

Jno. D. Duncan Co.. .. ..Montreal.

DAIRY FARMS AND SUPPLIES.

Canadian Dairy Supply Co.. .. ..Montreal.
De Laval Separator Co... .. ..New York
Woodruffe Dairy & Stock Farm.. .. ..Ottawa.

DEPARTMENTAL STORES, DRY GOODS, ETC.

Henry Morgan & Co.. .. ..Montreal.
Jas. A. Ogilvy & Sons.. .. .. "
G. A. Holland & Son Co.. .. .. "
Jno. Murphy Co., Ltd.. .. .. "
Z. Paquet.. .. ..Quebec.
J. B. Laliberte.. .. .. "
L. A. Bayley.. .. .. .Sherbrooke.
The T. Eaton Co., Ltd.. .. .. .Toronto.
W. A. Murray & Co., Ltd.. .. .. "
The Robert Simpson Co., Ltd.. .. .. "

DESKS.

Tees & Co.. .. ..Montreal.

DRUGS.

Abbey Effervescent Salt Co., Ltd.. .. ..Montreal.
Evans & Sons.. .. .. "
Lyman Sons & Co.. .. .. "
Montreal Viava Co... .. .. "

DRILLING MACHINERY.

Canadian Rand Drill Co.. .. ..Sherbrooke.

EGG CASES.

Major Manufacturing Co.. .. ..Montreal.

ELECTRICAL SUPPLIES.

Allis-Chalmers-Bullock, Ltd.. .. ..Montreal.
Northern Electrical & Manfg. Co., Ltd.. .. .. .. "
Wire & Cable Co.. .. .. "
Ahern & Soper, Ltd.. .. ..Ottawa.
Ottawa Electric Co.. .. .. "

ELEVATORS, PASSENGER AND FREIGHT.

Otis-Fensom Elevator Co., Ltd.. .. ..Montreal.

ENGINEERS, CIVIL.

C. Brandeis.. .. ..Montreal.
Roderick J. Parks.. .. ..Toronto.

ENGRAVERS.

Dennison Engraving Co.. .. ..Montreal.

EXPRESS COMPANIES.

Canadian Express Co.. .. ..Montreal.

FILTERS.

The New Pasteurized Filter Co., Ltd.. .. ..Montreal.

FLOUR AND GRAIN.

Geo. Vick & Sons.. .. ..Orillia.
Poitras & Paradis.. .. ..Quebec.
J. B. Renaud & Co.. .. .. "
Geo. Tanguay.. .. .. "
Chas. R. Cousins.. .. ..St. John's, Que.
R. A. Bartlett.. .. ..Sherbrooke.

FOUNDERS, ENGINES, BOILERS, RANGES.

Waterous Engine Works Co. .. ..Brantford.
Goldie & McCulloch Co., Ltd. .. ..Galt.
Gurney, Tilden Co., Ltd. .. ..Hamilton.
Adam Hope & Co. .. .. "
Sawyer & Massey Co., Ltd. .. .. "
Carrier, Laine & Co. .. ..Levis.
P. Ameese. .. .. .Montreal.
Babcock & Wilcox. .. .. "
O. Belanger. .. .. "
Geo. Brush (Eagle Foundry). .. .. "
Canadian Foundry. .. ..
Farand & Delorme. .. .. "
Robt. Gardner & Son. .. .. "
Gurney-Massey Co., Ltd. .. .. "
Paul Law. .. ..
McClary Manfg. Co., Ltd. .. .. "
John McDougall, Caledonian Iron Works, Ltd. .. .. "
Alex. McKay. .. ..
Montreal Engine Works. .. ..
Mount Royal Foundry Co. .. .. "
Warden, King & Son. .. .. "
R. C. White (Clyde Iron Works). .. .. "
Owen Sound Iron Works Co., Ltd. .. ..Owen Sound.
The F. X. Bertrand Co. .. ..St. Hyacinthe.
W. Wallace. .. ..Three Rivers.
American Abell Engine & Thresher Co., Ltd. .. .Toronto.
Canadian Heine Safety Boiler Co. .. .. "
Gurney Foundry Co. .. .. "
Toronto Bolt & Forging Co. .. .. "

FOUNTAIN PENS.

L. E. Waterman Co. .. ..New York

FURNACES.

Ottawa Furnace & Foundry Co., Ltd. .. ..Ottawa.

FURNITURE DEALERS AND MANUFACTURERS.

Lippert & Co. .. ..Berlin.
The Cornwall Furniture Co., Ltd. .. ..Cornwall.
Renaud, King & Patterson. .. ..Montreal.

FURRIERS.

H. R. Guthiel. .. ..Montreal.
Jno. Henderson & Co. .. .. "
Revillon Freres. .. .. "
F. Schaufer. .. .. "
A. Vogel & Co. .. .. "
R. J. Devlin. .. ..Ottawa.
L. A. Codere. .. ..Sherbrooke.

GLASS.

Diamond Flint Glass Co., Ltd. .. ..Montreal.
J. P. O'Shea & Co. .. .. "
Pilkington Bros., Ltd. .. .. "

GLOVE MANUFACTURERS.

James Hall & Co. .. ..Brockville.
Perrin Freres & Co. .. ..Montreal.
F. Galibert. .. .. "

GLUE.

F. Carnac Marquis. .. ..Quebec.

GRAIN, HAY, MILL STUFF.

James Richardson & Sons. .. ..Kingston.
Canada Hay Co. .. ..Montreal.
J. S. Going & Co. .. .. "
W. L. Hogg. .. .. "
R. P. Imrie. .. .. "
O. McDonnell. .. .. "
R. D. Martin Co., Ltd. .. .. "
The H. D. Metcalfe Co. .. .. "
Michaud Bros. Co. .. .. "
Quintal & Lynch. .. .. "
James Scott & Co. .. .. "
Standard Flour & Grain Co. .. .. "
Geo. Vick & Sons. .. ..Orillia.
H. S. Conn. .. ..Ottawa.

W. W. Meldrum. .. ..Peterboro.
Chas. R. Cousins. .. ..St. John's, Que.
R. A. Bartlett. .. ..Sherbrooke.

GRAIN INSPECTOR.

E. F. Craig. .. ..Montreal.

GRAIN TRANSMISSION.

Montreal Grain Elevating Co. .. ..Montreal.

GRANITE QUARRIES AND DEALERS.

J. Brunet. .. ..Cote des Neiges.
Terrebonne Quarry Co. .. ..Montreal.

GROCERS, WHOLESALE AND SUNDRIES.

W. H. Gilland & Co. .. ..Hamilton.
C. E. Colson & Son. .. ..Montreal.
Hudon, Hebert & Co. .. .. "
Hudon & Orsall. .. .. "
Laporte, Martin Co., Ltd. .. .. "
Mathewson's Sons. .. .. "
Walter Paul. .. .. "
Arthur Tippet & Co. .. .. "
S. J. Major, Ltd. .. ..Ottawa.
Honore Blouin. .. ..Quebec.

HARDWARE.

James Smart Manfg. Co. .. ..Brockville.
Edward Cavanagh & Co. .. ..Montreal.
Dorken Bros. & Co. .. .. "
Ludger Gravel. .. .. "
F. W. Lamplough & Co. .. .. "
Lewis Bros. & Co. .. .. "
L. J. A. Surveyer. .. .. "
Thos. Birkett & Son Co., Ltd. .. ..Ottawa.
W. G. Charleson. .. .. "
R. P. Bulchart & Bro. .. ..Owen Sound.
Dunlop & Co. .. ..Pembroke.

HAT MANUFACTURERS.

The Wolthausen Hat Corporation. .. ..Brockville.

HATS, CAPS, ETC., WHOLESALE.

Swift, Copland & Co. .. ..Montreal.

HEATING APPARATUS.

The Canadian Heating & Ventilating Co., Ltd. .Owen Sound.
Dominion Radiator Co., Ltd. .. ..Toronto.

HORSE DEALERS AND BREEDERS.

H. S. Conn. .. ..Ottawa.

HORSE NAILS.

Canada Horse Nail Co. .. ..Montreal.

HOTELS, CAFES.

Hotel Strathcona. .. ..Brockville.
Grand Hotel. .. ..Caledonia Springs.
The Bellevue Café. .. ..Montreal.
Hotel Carslake. .. .. "
Grand Union Hotel. .. .. "
A. Freeman & Co. .. .. "
Lucas & Sims. .. .. "
Lumkins Hotel. .. .. "
Geo. Payette (La Presse Café). .. .. "
Riendeau Hotel. .. .. "
David Davis. .. .. "
Hotel York. .. .. "
Hotel Empire. .. ..New York
Hotel Belle Claire .. ..New York.
Georgian Bay Hotel Co. .. ..New York.
Rose Point Hotel. .. ..Parry Sound.
Hotel Blanchard. .. .. "
The Clarendon Hotel. .. ..Quebec.
Chateau Frontenac. .. .. "
St. Louis Hotel. .. .. "
Grand Central Hotel. .. .. "

Welland Hotel.. .. ..St. Catherines.
Grand Hotel.. .. ..St. Hyacinthe.
Canada Hotel.. .. ..St. John's, Que.
The Vendome Hotel.. .. ..Shawinigan Falls.

ICE.

The City Ice Co.. .. ..Montreal.

IMPORTERS AND MERCHANTS.

M. P. Cochrane.. .. ..Montreal.
Copland & Co.. .. ..
Robt. Crooks & Co.. .. ..
W. & F. P. Currie & Co.. .. ..
Glassford Bros. & Pollock.. .. ..
Munderloh & Co.. .. ..
Wilson, Paterson & Co.. .. ..
Carbray & Son.. .. ..Quebec.

INK.

Colonial Ink Co., Ltd.. .. ..Peterboro.

INSURANCE, FIRE AND LIFE.

G. H. Weatherhead.. .. ..Brockville.
Federal Life Assurance Co.. .. ..Hamilton.
Robt. Bickerdike.. .. ..Montreal.
Accident & Guarantee Co. of Canada .. ..
Peter W. A. Burkit.. .. ..
Canada Accident Assurance Co.. .. ..
Commercial Union Assurance Co. Ltd. .. ..
Dale & Co.. .. ..
London & Lancashire Life Assurance Co.. .. .. ..
Montreal-Canada Fire Insurance Co.. .. ..
Northern Assurance Co.. .. ..
Mastai Pagnuelo.. .. ..
Provincial Mutual Fire Insurance Co.. .. ..
Royal Insurance Co.. .. ..
Standard Life Assurance Co.. .. ..
B. F. Steben.. .. ..
Union Assurance Society.. .. ..
Union Mutual Life Insurance Co.. .. ..
Jno. R. Reid.. .. ..Ottawa.
J. B. Morisette.. .. ..Quebec.
Stanstead & Sherbrooke Mutual Fire Ins. Co..Sherbrooke.
Sun Life Assurance Co.. .. ..
Boiler Inspection & Insurance Co. of Canada.....Toronto.
Canada Life Assurance Co.. .. ..
Confederation Life Association.. .. ..
Eastmure & Lightbourn, Ltd.. .. ..
The Home Life.. .. ..
Independent Order of Foresters.. .. ..
Toronto Life Insurance Co.. .. ..
Dominion Life Assurance Co.. .. ..Waterloo.

IRON AND STEEL MERCHANTS AND MANUFACTURERS.

Wm. Abbott.. .. ..Montreal.
R. Sullivan David.. .. ..
Drummond, McCall & Co.. .. ..
A. C. Leslie & Co. .. ..
Montreal Steel Works, Ltd.. .. ..

JAPANESE GOODS.

Short & Co.. .. ..Montreal.
China & Japan Silk Co. Ltd. .. ..

JEWELLERS AND MANUFACTURING JEWELLERS.

Henry Birks & Sons.. .. ..Montreal.
Wm. Bramley.. .. ..
Caron Bros.. .. ..
Edmund Eaves.. .. ..
W. A. Hodgson.. .. ..

JUTE.

Canada Jute Co.. .. ..Montreal.

LADIES' GARMENTS.

Victor Manufacturing Co.. .. ..Quebec.

LARD REFINERS.

The N. K. Fairbank Co.. .. ..Montreal.

LAUNDRIES AND DYE WORKS.

Toilet Laundry Co., Ltd.. .. ..Montreal.
A. S. Pfeiffer & Co.. .. ..Quebec.
Sherbrooke Steam Laundry.. .. ..Sherbrooke.

LEATHER BELTING.

Dominion Belting Co., Ltd.. .. ..Hamilton.
The J. C. McLaren Belting Co.. .. ..Montreal.
Montreal Belting Co.. .. ..
Sadler & Haworth.. .. ..

LEATHER MANUFACTURERS AND DEALERS.

Lucien Borne.. .. ..Beauport.
A. Davis & Son, Ltd.. .. ..Kingston.
Bonner Leather Co.. .. ..Montreal.
Dowker, McIntosh & Co.. .. ..
H. J. Fisk & Co.. .. ..
C. Galibert & Son.. .. ..
Paul Galibert.. .. ..
H. Lamontagne & Co.. .. ..
James Price.. .. ..
Shaw, Cassils & Co.. .. ..
C. J. Miller (Couchiching Tannery).. .. ..Orillia.
The McQuay Tanning Co., Ltd.. .. ..Owen Sound.
P. E. Falardeau & Co.. .. ..Quebec.
Ducles & Payan.. .. ..St. Hyacinthe.

LINSEED OIL.

Dominion Linseed Oil Co.. .. ..Montreal.

LOAN AND INVESTMENT COMPANIES.

Loan & Savings Co.. .. ..Montreal.

LOCOMOTIVE MANUFACTURERS.

The Locomotive & Machine Co., Ltd.. .. ..Montreal.

LUMBER.

E. W. Tobin.. .. ..Bromptonville.
T. Long & Bro., Ltd.. .. ..Collingwood.
H. Atkinson.. .. ..Etchemin Bridge.
Edson Fitch & Co.. .. ..
Gilmour & Hughson, Ltd.. .. ..Hull.
H. Bourgouin.. .. ..Montreal.
The Cook & Bros. Lumber Co. of Ontario, Ltd... ..
Felix Dansereau.. .. ..
Danville Lumber Co.. .. ..
P. A. A. Dufresne.. .. ..
J. & W. Duncan.. .. ..
Forest Exploration & Lumber Co.. .. ..
Leon Gagne, Jr.. .. ..
Great Northern Lumber Co.. .. ..
La Ferriere Lumber Co., Ltd.. .. ..
H. H. Lemay.. .. ..
Montreal Lumber Co., Ltd.. .. ..
Jno. M. Power.. .. ..
W. M. Crombie & Co.. .. ..New York.
Wm. Rutherford & Sons Co., Ltd.. .. ..
Shearer, Brown & Wills, Ltd.. .. ..
F. Tremblay & Co.. .. ..
The Tourville Lumber Mills Co.. .. ..
Jno. R. Booth.. .. ..Ottawa.
Fraser & Co.. .. ..
W. C. Edwards & Co., Ltd.. .. ..
Hawkesbury Lumber Co., Ltd.. .. ..
St. Anthony Lumber Co., Ltd.. .. ..
Keenan Bros.. .. ..Owen Sound.
Maitland, Rixon & Co.. .. ..
The Conger Lumber Co.. .. ..Parry Sound.
The Parry Sound Lumber Co.. .. ..
Geo. Gordon & Co.. .. ..Pembroke.
Thos. Mackie.. .. ..
Pembroke Lumber Co.. .. ..
The Dickson Co., Ltd.. .. ..Peterboro.
A. McDonald.. .. ..
Augur & Co.. .. ..

John Breaky.. .. ..Peterboro.
J. & W. D. Brown.. .. ..
J. Burstall & Co.. .. ..
Henry Fry & Co.. .. ..
H. R. Goodday & Co.. .. ..
The A. Gravel Lumber Co.. .. ..
Harold Kennedy.. .. ..
King Bros.. .. ..
McArthur Export Co.. .. ..
Louis C. Marquis.. .. ..
Oyamel Lumber Co.. .. ..
W. & J. Sharples.. .. ..
L. P. Morin & Son.. .. ..St. Hyacinthe.
J. A. Cook.. .. ..Sherbrooke.
Fletcher & Ross Lumber Co.. .. ..
F. N. McCrea.. .. ..
Gros Falls Co.. .. ..Three Rivers.

LUMBERMEN'S SUPPLIES.

The Woods, Limited... .. ..Ottawa.
Thos. Pink.. .. ..Pembroke.

MACHINERY.

The Ludon Machinery Agency.. .. ..Guelph.
Canada Machinery Agency.. .. ..Montreal.

MACHINE SCREWS.

Ryall Machine Screw Works.. .. ..Montreal.

MALTING COMPANIES.

Canada Malting Co., Ltd.. .. ..Montreal.

MANTELS.

P. E. Bourassa & Son.. .. ..Montreal.

MAPLE SYRUP.

Canada Maple Exchange.. .. ..Montreal.

MARBLE.

Forsythe Granite & Marble Co.. .. .. .Montreal.

MECHANICAL ENGINEERS, MACHINISTS AND SUPPLIES.

Carmichael Bros.. .. ..Montreal.
Robt. Donaldson & Sons.. .. ..
John Fee.. .. ..
The Hall Engineering Works.. .. ..
Miller Bros. & Toms.. .. ..
F. X. Drolet.. .. ..Quebec.
Mechanics Supply Co.. .. ..

MERCANTILE AGENCIES.

D. G. Dun & Co.. .. ..Montreal.

METAL DEALERS.

John Wilcock.. .. ..Montreal.

METAL PLATERS.

Montreal Plating Co.. .. ..Montreal.
Rubenstein Bros.. .. ..

MILLERS.

The James Goldie Co., Ltd.. .. ..Guelph.
The Lake of The Woods Milling Co., Ltd.. .. .. ..Montreal.
The Ogilvie Flour Mills Co., Ltd.. .. ..
The Dowd Milling Co., Ltd.. .. ..Ottawa.
The Ottawa Milling Co., Ltd.. .. ..
Pembroke Milling Co.. .. ..Pembroke.
W. W. Meldrum.. .. ..Peterboro.
Louis Cote & Bros.. .. ..St. Hyacinthe.

MILL MACHINERY.

The E. Long Manfg Co.. .. ..Orillia.

MUCILAGE.

Auld Mucilage Co.. .. ..Montreal.

NEWSPAPERS.

L'Album Universal.. .. ..Montreal.
Montreal Star Publishing Co.. .. ..
The Montreal Witness.. .. ..
La Canada Publishing Co., Ltd.. .. ..
La Patrie Publishing Co., Ltd.. .. ..
La Presse.. .. ..
Ottawa Citizen Co., Ltd.. .. ..Ottawa.

NEWS COMPANIES.

Montreal News Co.. .. ..Montreal.

OIL CLOTH.

The Dominion Oil Cloth Co., Ltd.. .. ..Montreal.

PAINTERS.

Wm. Clark.. .. ..Montreal.
Jno. Harper.. .. ..
W. Harris & Co.. .. ..Toronto.

PAINTS, OILS AND VARNISH.

Sun Oil Refining Co., Ltd.. .. ..Hamilton.
The Canada Paint Co., Ltd.. .. ..Montreal.
Henderson & Potts Co., Ltd.. .. ..
R. C. Jamieson & Co., Ltd.. .. ..
McCaskill, Dougall Co.. .. ..
A. Ramsay & Son.. .. ..

PAPER AND PULP.

Union Bag and Paper Co.. .. ..New York.
Toronto Paper Mfg. Co.. .. ..Cornwall.
Laurentide Pulp & Paper Co., Ltd.. .. .. .. .Grand Mere.
Cornwall Paper Mfg. Co., Ltd.. .. ..Mille Roches.
Alex. McArthur & Co., Ltd.. .. ..Montreal.
Rolland Paper Co.. .. ..
Chicoutimi Pulp Co.. .. ..Quebec.
Riordan Paper Mills, Ltd.. .. ..St. Catharines.
The Belgo Pulp & Paper Co.. .. ..Shawinigan Falls.

PATENT SOLICITORS.

Fetherstonhaugh & Co.. .. ..Montreal.
Hanbury, A. Budden.. .. ..
Marion & Marion.. .. ..

PAVING COMPANIES.

Sicily Asphaltum Paving Co.. .. ..Montreal.

PIANOS AND ORGANS.

Bell Piano & Organ Co., Ltd.. .. ..Guelph.
The Craig Piano Co.. .. ..Montreal.
George Ducharme & Co.. .. ..
J. L. Orme & Son.. .. .. .Ottawa.
Casavant Bros.. .. .. .St. Hyacinthe.

PICTURE FRAMING CO.

G. W. Willson & Son .. ..Montreal.

PLANING MILLS.

Three Rivers Planing Mills.. .. ..Three Rivers.

PLATE GLASS AND MIRRORS.

Montreal Plate Glass & Mirror Co.. .. ..Montreal.
A. Frank Ramsay & Co.. .. ..

PLUMBERS' SUPPLIES.

The Garth Co.. .. .. .Montreal.
James Morrison Brass Mfg. Co., Ltd.. .. ..Toronto.

POWER COMPANIES.

Shawinigan Water & Power Co.. .. ..Montreal.

Ottawa & Hull Power & Manfg Co.. .. ..Ottawa.
Upper Ottawa Improvement Co., Ltd.. .. ..
A. R. McDonald & Co.. .. ..Quebec.
Electrical Development Co., Ltd.. .. ..Toronto

PRAYER BEADS.

Genin, Trudeau & Co.. .. ..Montreal.

PRODUCE.

Hugh Allan .. ..Montreal.
J. J. Dickey.. .. ..Montreal.
Frank Duckett .. ..
Fortier & Monette.. .. ..
Frederick Fowler.. .. ..
Alex. W. Grant.. .. ..
A. L. Hibbard.. .. ..
Hodgson Bros., Ltd.. .. ..
P. W. McLagan.. .. ..
D. A. McPherson & Co.. .. ..
Mills & Sparrow.. .. ..
Wm. Nivin & Son.. .. ..
Willer & Riley, Ltd.. .. ..
The Canadian Preserved Butter Co Ltd...St John's, Que.
C. O. Genest & Son.. .. ..Sherbrooke.

RAILWAY AND STEAMSHIP SUPPLIES.

Chas. Barber & Sons.. .. ..Meaford.
Canada Car Co.. .. ..Montreal.
W. H. Nelson Co. .. ..
Locomotive & Machine Co., Ltd.. .. ..
The Hiram L. Piper Co., Ltd.. .. ..
The Simplex Railway Appliance Co., Ltd.. .. .. ..
I. A. Young.. .. ..

REAL ESTATE.

P. Edward Beaudry.. .. ..Montreal.
Canadian General Service & Colonization Co. .. .. ..
Colonization Bureau, Province of Quebec.. .. .. ..
The Chaidock, Simpson Co.. .. ..
Laflamme & Johnson.. .. ..
D. W. Ogilvie & Co.. .. ..
H. L. Putnam.. .. ..
H. M. Simpson.. .. ..
Department of the Interior .. ..Ottawa.
Quebec Improvement Co.. .. .. .Quebec.
British American Land Co.. .. .. .Sherbrooke.
Bureau of Crown Lands.. .. ..Toronto.
H. H. Williams.. .. ..

REFRIGERATING PLANTS

Linde British Refrigeration Co., Ltd.. .. ..Montreal.

RELIGIOUS ARTICLES.

Genin, Trudeau & Co.. .. ..Montreal.

ROOFING MATERIAL

Lockerby & McComb.. .. ..Montreal
Campbell & Gilday .. ..

SALT DEALERS.

J. S. & D. Ferguson.. .. ..Montreal.
Verret, Stewart & Co.. .. ..

SANITORIUMS.

Mount Royal Sanitorium.. .. ..Montreal.
Hydro-Electro Therapique Institute.. .. ...Three Rivers.

SASH, DOORS AND BLIND MANUFACTURERS.

Geo. M. Rawlins.. .. ..Pembroke.
Paquet & Godbout.. .. ..St. Hyacinthe.
G. C. Poulin & Co.. .. ..St. John's, Que.
C. W. Bryant.. .. ..Sherbrooke.

SAW MANUFACTURERS.

Shurly & Dietrich.. .. ..Galt, Ont.

SCALE MANUFACTURERS.

Fyfe Scale Co.. .. ..Montreal.
National Manufacturing Co.. .. ..Pembroke.

SCREW MANUFACTURERS.

The Canada Screw Co.. .. ..Hamilton.

SEEDS.

Dupuy & Ferguson.. .. ..Montreal.
William Ewing & Co.. .. ..

SEWING MACHINES.

Raymond Manfg. Co., Ltd.. .. ..Guelph, Ont.
Singer Manufacturing Co.. .. ..New York.

SHIP BUILDERS.

Collingwood Ship Building Co., Ltd.. .. ..Collingwood.

SHIRT AND COLLAR MANUFACTURERS.

The Williams, Greene & Rome Co., Ltd.. .. ..Berlin.

SILK MANUFACTURERS.

Belding, Paul & Co., Ltd.. .. ..Montreal.

SILVERWARE MANUFACTURERS.

Ontario Silver Co.. .. ..St. Catharines.
Standard Silver Co., Ltd.. .. ..Toronto.

SOAP MANUFACTURERS.

Darling & Brady.. .. ..Montreal.

SPRINKLING SYSTEMS.

H. G. Vogel & Co.. .. .. .Montreal.

STAMPED WARE.

The Thos Davidson Manfg. Co., Ltd.. .. .. .. .Montreal.
A. Aubry & Son.. .. ..

STARCH MANUFACTURERS.

Brantford Starch Works, Ltd.. .. ..Brantford.
Edwardsburg Starch Co., Ltd.. .. ..Montreal.

STATIONERS, PRINTERS.

Chas. F. Dawson.. .. ..Montreal.
Joseph Fortier.. .. ..
Lawrence & Co.. .. ..
Morton, Phillips & Co.. .. ..

STOCK YARDS.

Montreal Stock Yards Co.. .. ..Montreal.

STORAGE.

Gould Cold Storage Co.. .. ..Montreal.
Montreal Warehousing Co.. .. ..
Sherbrooke Storage & Forwarding Co.. .. ...Sherbrooke.

STRAW HAT MANUFACTURERS.

St. John's Straw Works Co., Ltd.. .. .. ..St. John's, Que.

SUGAR REFINERS.

The Ontario Sugar Co., Ltd.. .. ..Berlin.
Canada Sugar Refining Co.. .. ..Montreal.
St. Lawrence Sugar Refining Co.. .. ..

TALLOW, GLUE, ETC.

The D. B. Martin Co., Ltd.. .. ..Montreal.

TEA IMPORTERS.

P. C. Larkin & Co.. .. .. .Montreal.
Shaw T. Nishimura.. .. ..
The Ozo Co., Ltd .. ..

TEXTILE MANUFACTURERS, IMPORTERS, AGENTS, ETC.

Galt Knitting Co., Ltd.. .. ..Galt.
Bagley & Wright Manfg. Co.. .. ..Montreal.
British American Import Co.. .. .. "
Canadian Spool Cotton Co.. .. .. "
Canadian Underwear Co.. .. .. "
The Diemel Linen-Mesh System.. .. .. "
The Dominion Cotton Mills Co.. .. .. "
Mark Fisher Sons & Co.. .. .. "
Dr. Jacques Sanitary System.. .. .. "
Hiram Levy.. .. .. "
Merchants' Cotton Co.. .. .. "
Montreal Cotton Co.. .. .. "
D. Morrice & Sons Co.. .. .. "
Louis J. B. Senes.. .. .. "
Adam Lomas & Son.. .. .. .Sherbrooke.
Paton Manufacturing Co.. .. .. "

TIMBER LIMITS.

Forest Exploration & Lumber Co.. .. ..Montreal.
Waggoner & Ritchie.. .. ..New York City.

TIME RECORDING CLOCKS.

W. A. Wood.. .. ..Montreal.

TOBACCO, CIGARETTES, PIPES, SMOKERS' MATERIAL, SNUFF.

Adolph Frankau & Co., Ltd.. .. ..Montreal.
Empire Tobacco Co., Ltd.. .. .. "
Genin, Trudeau & Co.. .. .. "
C. Gratton & Co.. .. .. "
The B. Houde Co., Ltd.. .. ..Quebec.

TOOLS.

Chisholm Wrench & Tool Co., Ltd.. .. ..Montreal.
Dominion Pneumatic Tool Co.. .. ..St. John's, Que.

TRANSPORTATION COMPANIES.

STEAM AND ELECTRIC RAILWAYS, STEAMSHIP AND STEAMBOAT LINES, ETC.

The Northern Navigation Co. of Ont., Ltd...Collingwood.
Levis County Railway Co.. .. ..Levis.
Intercolonial Railway Co.. .. ..Moncton.
Allan Steamship Line.. .. ..Montreal.
Canadian Pacific Ry.. .. .. "
Furness, Withy & Co.. .. .. "
Grand Trunk Pacific.. .. .. "
Great Northern Railway of Canada.. .. .. "
Richelieu & Ontario Navigation Co.. .. .. "
Sincennes, McNaughton Line.. .. .. "
Canada Atlantic Railway Co.. .. ..Ottawa
Ottawa & N. Y. Ry.. .. .. "
Quebec & Lake St. John Ry.. .. ..Quebec.
Quebec Railway, Light & Power Co.. .. .. "
Parry Sound Yachting Fleet.. .. ..Parry Sound.
Pembroke Navigation Co.. .. ..Pembroke.
Niagara, St. Catharines & Toronto Ry.. ...St. Catharines.
Reid Newfoundland Co.. .. ..St. Johns, Newfd.
Quebec Central Railway.. .. ..Sherbrooke.
Geo. Leprohon & Son.. .. ..Three Rivers.
Niagara Navigation Co.. .. ..Toronto.

TRUNKS, BAGS, ETC.

McLeod, Hawthorne & Co.. .. ..Montreal.

TRUSS MANUFACTURERS.

B. Lindman.. .. ..Montreal.

TRUST, LOAN AND MORTGAGE COMPANIES.

Montreal Trust & Deposit Co.. .. ..Montreal.
National Trust Co... .. .. "
Prtl. Foncier.. .. .. "
Royal Trust Co.. .. .. "
Trust & Loan Co. of Canada.. .. .. "
Canada Permanent Mortgage Corporation.. .. ..Toronto.
Central Canada Loan & Savings Co.. .. .. "
The Dominion Permanent Loan Co.. .. .. "
Dominion Securities Corporation, Ltd.. .. .. "
The Toronto General Trusts Corporation.. .. .. .. "
Trusts & Guarantee Co., Ltd.. .. .. "
Union Trust Co.. .. .. "
York County Loan & Savings Co.. .. .. "

TYPE SETTING MACHINES.

The Canadian Composing Co.. .. ..Montreal.

TYPEWRITERS.

Canadian Oliver Typewriter Co.. .. ..Montreal.

UMBRELLAS.

Standard Umbrella Manfg. Co.. .. ..Montreal.

UNDERTAKERS AND UNDERTAKERS SUPPLIES.

Jos. C. Wray & Co.. .. ..Montreal.
Girard & Godin.. .. ..Three Rivers.

VINEGA MANUFACTURERS.

The Oxo Co., Ltd.. .. ..Montreal.
Taylor & Pringle Co., Ltd.. .. ..Owen Sound.

WADDING MANUFACTURERS.

Dominion Wadding Co.. .. ..Montreal.

WALL PAPER.

Watson, Foster Co., Ltd.. .. ..Montreal.

WATER, MINERAL, CARBONATED, ETC

Chas. Gurd & Co.. .. ..Montreal.
C. Robillard & Co.. .. ..Montreal.

AERATED WATERS.

Robt. White & Co.. .. ..Montreal.
M. Timmons & Son.. .. ..Quebec.

WEIGHER, OFFICIAL.

John McLeod.. .. .. .Montreal

WEST INDIA GOODS.

J. Russell Murray.. .. ..Montreal.

WHITE LEAD.

Carter White Lead Co. of Canada.. .. ..Montreal.

WINDOW BOLTS AND LATCHES.

Dominion Window Bolt & Latch Works.. .. ....Montreal.

WINES, LIQUORS.

Castle Wine & Spirit Co., Ltd.. .. ..Montreal.
Cunningham, Strain & Wray.. .. .. "
Robt. Dalglish & Co.. .. .. "
Gillispies & Co.. .. .. "
A. E. Mallette & Co.. .. .. "
S. B. Townsend & Co.. .. .. "

WIRE FENCING.

Owen Sound Wire Fence Co., Ltd.. .. ..Montreal.

Alphabetical List of the representative Business Houses appearing in the Book of Canada.

A.

Atkinson, H.. .. ..Etchemin Bridge, Que. 202
Abbey Effervescent Salt Co.. .. ..Montreal. [illegible]
Abbott, Wm.. .. .. " 383
Accident and Guarantee Co. of Canada .. .. " 372
Acme Can Works.. .. .. " 124
Adams, G. J.. .. .. " 109
Album Universal.. .. .. " 115
Alexander, Chas. M.. .. .. " 371
Allan, H. & A.. .. .. " 349
Allan, Hugh.. .. .. " 397
Allis-Chalmers-Bullock, Ltd.. .. .. " 149
American Dressing Co.. .. .. " 139
American Fluid Beef Co.. .. .. " 374
Ames-Holden Co.. .. .. " 163
American Tobacco Co.. .. .. " 359
Amessé, P.. .. .. " 173
Armstrong & Dickson Mfg. Co.. .. .. " 127
Aubry, A., & Son.. .. .. " 367
Auld Mucilage Co.. .. .. " 307
Ahern & Soper, Ltd.. .. ..Ottawa. 255
Auger and Son.. .. ..Quebec. 199
American Abell Engine & Thresher Co.. ..Toronto, Ont. 346
Ames, A. E., & Co.. .. .. " 342

B.

Bethell, T. B., & Co.. .. ..Coventry, Eng. 139
Belleville Canning Co.. .. ..Belleville, Ont. 291
Bixel Brewing & Malting Co., Ltd.. .. .. ..Brantford, Ont. 269
Brantford Starch Works, Ltd.. .. .. " 270
Bell Piano & Organ Co, Ltd.. .. ..Guelph, Ont. 388
Barber, Chas., & Son.. .. ..Meaford, Ont. 274
Babcock & Wilcox, Ltd.. .. ..Montreal. 158
Bagley & Wright Mfg. Co.. .. .. " 142
Bank of British North America.. .. .. " 319
Bank of Montreal.. .. .. " 323
Barlow & Co.. .. .. " 100
Beaubien, L. G., & Co.. .. .. " 101
Beaudry, P. Edard.. .. .. " 170
Belanger, George.. .. .. " 357
Belanger, O.. .. .. " 391
Belding Paul & Co., Ltd.. .. .. " 310
Bell, J. & T.. .. .. " 147
Bellevue Café.. .. .. " 165
Berard & Major.. .. .. " 370
Bryant, Norris P.. .. .. " 109
Bickerdike, Robert.. .. .. " 106
Birks, Henry, & Sons.. .. .. " 385
Bonhomme, J.. .. .. " 370
Bonner Leather Co.. .. .. " 143
Bourassa, P. E., & Son.. .. .. " 140
Bourgouin, H.. .. .. " 390
Bovril, Ltd.. .. .. " 133
Bramley, Wm.. .. .. " 385
Brandeis, Chas.. .. .. " 380
British American Import Co.. .. .. " 167
Bruneau & Dupuis.. .. .. " 100
Brunet, D. W., & A. E.. .. ..Montreal. 109
Brunet, J.. .. .. " 390
Brush, George.. .. .. " 159
Budden, Hanbury A.. .. .. " 358
Burdett, Thos.. .. .. " 389
Burket, Peter W. A.. .. .. " 110
Burnett & Co.. .. .. " 104
Belleclaire Hotel .. ..New York. 364
Bank of Montreal.. .. .. " 355
Bank of Hamilton.. .. ..Owen Sound, Ont. 271
Butchard, R. P., & Bro.. .. .. " 272
Bank of Ottawa.. .. ..Ottawa. 351
Birkett, Thos., & Son Co., Ltd.. .. .. " 260
Booth, John R.. .. .. " 254
Bank of Ottawa.. .. ..Parry Sound, Ont. 284
Belvidere, The.. .. ..Parry Sound. 285
Bank of Ottawa.. .. ..Pembroke, Ont. 281
Bank of Montreal.. .. ..Peterboro, Ont. 286
Blanchard Hotel.. .. ..Quebec. 199
Blouin, Honore.. .. .. " 204
Blouin, J. B., & Son.. .. .. " 205
Borne, Lucien.. .. .. " 206
Boswell & Bro.. .. .. " 204
Brealey, John .. .. " 201
Brown, J. & W. D.. .. .. " 392
Burstall, J., & Co.. .. .. " 202
Bank of Toronto.. .. ..St. Catharines, Ont. 351
Bertrand, F. X., & Co.. .. ..St. Hyacinthe. 220
Bank of St. John.. .. ..St. John, Que. 228
Bissette, J. & S.. .. .. " 229
Belgo Pulp & Paper Co.. .. ..Shawinigan Falls, Que. 226
Bartlett, R. A.. .. ..Sherbrooke. 211
Bayley, L. A.. .. .. " 209
British American Land Co.. .. .. " 209
Bryant, C. W.. .. .. " 392
Bank of Toronto.. .. ..Toronto. 351
Boiler Inspection & Insurance Co. of Canada.... " 350
Brent, Wm. C.. .. .. " 248
Bureau of Crown Lands, Province of Ontario.. .. " 342
Broderick, Frank, & Co.. .. .. " 360

C.

Clarke, C. O., & Bro.. .. .. ..Cote St. Paul, Montreal. 382
Canada Carriage Co.. .. ..Brockville, Ont. 357
Collingwood Ship Building Co., Ltd.. ..Collingwood, Ont. 276
Cornwall Furniture Co., Ltd.. .. ..Cornwall, Ont. 295
Canadian Bank of Commerce.. .. ..Guelph, Ont. 314
Canada Screw Co.. .. ..Hamilton, Ont. 266
Carrier, Laine & Co.. .. ..Levis, Que. 207
Cornwall Paper Manufacturing Co., Ltd. Mille Roches, Ont. 286
Caledonian Iron Works Co., Ltd.. .. ..Montreal. 134
Campbell & Gilday .. .. " 382
Campbell Manufacturing Co., Ltd.. .. .. " 378
Canada Accident Assurance Co.. .. .. " 356
Canada Car Co.. .. .. " 168
Canada Hay Co.. .. .. " 405
Canada Horse Nail Co.. .. .. " 140
Canada Jute Co.. .. .. " 378

Canada Machinery Exchange.. .. ..Montreal. 148
Canada Maple Exchange.. .. .. " 154
Canada Paint Co., Ltd.. .. .. " 131
Canada Sugar Refining Co., Limited.. .. .. " 123
Canadian Composing Co.. .. .. " 151
Canadian Cork Cutting Co.. .. .. " 380
Canadian Dairy Supply Co.. .. .. " 397
Canadian Express Co.. .. .. " 113
Canadian Foundry.. .. .. " 391
Canadian General Service and Colonisation Co. .. " 403
Canadian Oliver Typewriter Co.. .. .. " 326
Canadian Otis Elevator Co.. .. .. " 148
Canadian Pacific Railway Co.. .. .. " 67
Canadian Spool Cotton Co.. .. .. " 378
Canadian Underwear Co.. .. .. " 388
Carmichael Bros.. .. .. " 383
Caron Bros.. .. .. " 384
Carslake Hotel.. .. .. " 371
Carter, C. B., K.C. .. .. " 112
Carter White Lead Co. of Canada.. .. .. " 150
Castle Wine & Spirit Co., Ltd.. .. .. " 381
China & Japan Silk Co. Ltd. .. .. " 405
City & District Savings Bank.. .. .. " 113
Clark, Wm.. .. .. " 153
Copland & Co.. .. .. " 151
Crooks, Robert, & Co.. .. .. " 142
Cunningham, Strain & Wray.. .. .. " 162
Cavanaugh, Edward.. .. .. " 155
Chisholm Wrench & Tool Co., Ltd.. .. .. " 397
City Ice Co., The.. .. .. " 148
Citizens Coal Co.. .. .. " 362
Cochrane, M. P.. .. .. " 135
Colonization Bureau, Province of Quebec.. .. .. .. " 372
Colson, C. E., & Son.. .. .. " 375
Commercial Union Assurance Co. Ltd. .. .. " 372
Corona Co., The, Ltd.. .. .. " 399
Cook Bros. Lumber Co., of Ontario, Ltd.. .. .. " 139
Corbell, A.. .. .. " 397
Currie, W. & F. P.. .. .. " 385
Craig Piano Co.. .. .. " 380
Crawford, Wm., & Son.. .. .. " 166
Craig, E. F.. .. .. " 166
Cunningham & Wells.. .. .. " 355
Craddock, Simpson & Co.. .. .. " 106
Crombie, W. M., & Co.. .. ..New York. 398
Canada Atlantic Ry. Co.. .. ..Ottawa. 254
Charleson, W. G. .. .. " 263
Conn, H. S.. .. .. " 264
Couchiching Tannery.. .. ..Orillia. 275
Carbray & Son.. .. ..Quebec. 199
Caron Shoe Machinery Co.. .. .. " 203
Chateau Frontenac.. .. .. " 204
Chicoutimi Pulp Co., Ltd.. .. .. " 203
Clarendon Hotel.. .. .. " 193
Canadian Rand Drill Co.. .. ..Sherbrooke. 214
Codere, L. A.. .. .. " 213
Cook, J. A.. .. .. " 214
Canadian Heating & Ventilating Co., Ltd. Owen Sound, Ont. 388
Conger Lumber Co.. .. ..Parry Sound, Ont. 284
Canadian Bank of Commerce.. .. ..Peterboro, Ont. 286
Canadian Cordage & Mfg. Co., Ltd.. .. .. .. " 287
Colonial Ink Co... .. ..Hamilton. 268
Casavant & Bros.. .. ..St. Hyacinthe. 270
Chalifoux & Son.. .. .. " 290
Cote, J., & M., Co.. .. .. " 218
Cote, Louis, & Bros .... " 365
Canada Hotel.. .. ..St. John, Que. 228
Canadian Preserved Butter Co., Ltd.. .. .. " 229
Cousins, Chas. R.. .. .. " 227
Canadian Bank of Commerce.. .. ..St. Catharines, Ont. 314
Canadian Bank of Commerce.. .. ..Toronto. 314
Canada Life Assurance Co.. .. .. " 316
Canada Malting Co.. .. .. " 360
Canadian Heine Safety Boiler Co.. .. .. " 352
Canadian Permanent Mortgage Corporation.. .. .. " 337
Central Canada Loan & Savings Co.. .. .. " 354
Christie, Brown & Co.. .. .. " 368
Confederation Life Association.. .. .. " 317

D.

Dominion Belting Co., Ltd... .. ..Hamilton. 269
Dagenais, J. Benj.. .. ..Montreal. 140
Dalglish, Robt., & Co.. .. .. " 134
Dale & Co.. .. .. " 356
Dansereau, Felix.. .. .. " 390
Danville Lumber Co.. .. .. " 138
Daoust, Lalonde & Co.. .. .. " 399
Daoust, Theo.. .. .. " 390
Darling & Brady.. .. .. " 375
Dartnell, E. F.. .. .. " 149
David R. Sullivan.. .. .. " 387
Davidson, Thos. Manfg. Co., Ltd.. .. .. " 333
Davies, David.. .. .. " 168
Dawson, Chas. F.. .. .. " 380
Deakin, C. E. .. .. " 160
Dennison Engraving Co.. .. .. " 396
Diamond Flint Glass Co., Ltd.. .. .. " 140
Dickey, J. J. .. .. " 161
Diemel Linen-Mesh System Co.. .. .. " 357
Dobbin, C. Ross.. .. .. " 101
Dominion Bag Co.. .. .. " 143
Dominion Bridge Co.. .. .. " 332
Dominion Cotton Mills Co., Ltd.. .. .. " 167
Dominion Oil Cloth Co., Ltd.. .. .. " 378
Dominion Linseed Oil Co.. .. .. " 161
Dominion Wadding Co.. .. .. " 127
Dominion Window Bolt & Latch Works.. .. .. " 383
Dominion De Forest Wireless Telegraph Co... .. .. " 338
Donaldson, Robert, & Sons.. .. .. " 391
Dorken Bros. & Co.. .. .. " 388
Dougall, John, & Son.. .. .. " 115
Douglas, Jno. A.. .. .. " 361
Dow, Wm., & Co.. .. .. " 389
Dowker, McIntosh & Co.. .. .. " 374
Drummond, McCall & Co.. .. .. " 132
D'Struve, Nicholas.. .. .. " 169
Ducharme, George, & Co.. .. .. " 166
Duckett, Frank .. .. " 397
Dufresne, P. A. A. .. .. " 362
Dufresne & Locke.. .. .. " 147
Dun, R. G., & Co.. .. .. " 105
Duncan, J. & W.. .. .. " 136
Duncan, John D., & Co.. .. .. " 161
Dunlop, G. C.. .. .. " 100
Dunn, J. H. & Co.. .. .. " 105
Dinning & Eckenstein.. .. .. " 165
Dupuy & Ferguson.. .. .. " 376
Durnford, G.. .. .. " 372
Douglas, Lacey & Co. .. ..New York. 405
Dominion Bank.. .. .. .Orillia. 275
Devlin, R. J.. .. .. .Ottawa. 261
Department of the Interior .. .. " 340
Dowd Milling Co., Ltd.. .. .. " 261
Dunlop & Co.. .. ..Pembroke, Ont. 283
Dickson Co., Ltd.. .. ..Peterborough. 288
Drolet, F. X.. .. ..Quebec. 203
Duclos & Payan.. .. ..St. Hyacinthe. 388
Dominion Pneumatic Tool Co.. .. ..St. Johns, Que. 228

Dominion Permanent Loan Co.. .. ..Toronto. 354
Deever, W. F., & Co.. .. .. " 307
Dominion Radiator Co., Ltd.. .. .. " 377
Dominion Securities Corporation, Ltd.. .. .. " 348
Dominion Life Assurance Co.. .. ..Waterloo. 277
Dominion Bank.. .. ..Guelph. 291
Davis, A., & Son, Ltd.. .. .. Kingston. 296
Dussault, Etienne.. .. ..Levis, Que. 207
De Laval Separator Co. .. ..New York 172

E.

Eaves, Edmund.. .. ..Montreal. 128
Edgar, E. Mackay, & Co.. .. .. " 101
Edwardsburg Starch Co., Ltd.. .. .. " 122
Empire Shoe Co.. .. .. " 130
Empire Tobacco Co., Ltd.. .. .. " 359
Esplin, G. & J.. .. .. " 390
Evans & Sons.. .. .. " 163
Ewing, S. H. & A. S.. .. .. " 126
Ewing, Wm., & Co.. .. .. " 376
Empire Hotel.. .. ..New York. 347
Edwards, W. C., & Co., Ltd.. .. ..Ottawa. 202
Eaton Bros. Brewing Co., Ltd.. .. ..Owen Sound. 272
Eastern Townships Corset Co.. .. ..St. Hyacinthe. 396
Emporium Cigar Co.. .. .. " 219
Eastern Townships Bank.. .. ..Sherbrooke. 335
Eastmure & Lightbourn, Limited.. .. ..Toronto. 247
Eaton, The T., Co., Ltd.. .. .. " 242
Electrical Development Co., Ltd.. .. .. " 360

F.

Fair, J. F., & Co.. .. ..Brantford. 365
Federal Life Assurance Co.. .. ..Hamilton. 320
Frontenac Cereal Co., Ltd.. .. .. .Kingston. 355
Fairbanks Bros.. .. ..Montreal. 101
Fairbank, The N. K. Co.. .. .. " 307
Farand & Delorme.. .. .. " 156
Fee, John.. .. .. " 383
Ferguson, J. S. & D.. .. .. " 157
Fetherstonhaugh & Co.. .. .. " 372
Fisher, Mark, Sons & Co.. .. .. " 128
Fisk, H. J., & Co.. .. .. " 128
Fisk, Ltd.. .. .. " 374
Fit Reform.. .. .. " 378
Forbes, G. A.. .. .. " 111
Forget, L. J., & Co.. .. .. " 104
Freeman, A., & Co.. .. .. " 165
Forest Exploration & Lumber Co.. .. .. " 373
Forsythe Granite & Marble Co.. .. .. " 127
Fortier, Jos.. .. .. " 160
Fortier & Monette.. .. .. " 142
Fowler, Fredk.. .. .. " 164
Frank & Bryce.. .. .. " 399
Fyfe Scale Co.. .. .. " 383
Frankau, Adolph, & Co.. .. .. " 307
Furness, Withy & Co.. .. .. " 372
Farbenbricken, of Elderfield Co. .. ..New York 404
Fraser & Co.. .. ..Ottawa. 262
Fry, Henry, & Co.. .. ..Quebec. 203
Falardeau, P. E., & Co.. .. .. " 198
Fitch, Edson & Co.. .. .. " 200
Fletcher & Ross Lumber Co.. .. ..Sherbrooke. 214
Frost & Wood Co., Ltd.. .. ..Smith's Falls. 400

G.

Graham Co., Ltd.. .. ..Belleville. 291
Galt Knitting Co.. .. ..Galt. 365
Goldie & McCulloch Co., Ltd.. .. .. " 388
Goldie, James, Co., Ltd.. .. ..Guelph, Ont. 292
Gurney-Tilden Co.. .. ..Hamilton. 284
Gillard, W. H. Co.. .. .. " 379
Gagne, Leon, Jr.. .. ..Montreal. 137
Galibert, C. & Son.. .. .. " 130
F. Galibert.. .. .. " 389
Galibert, Paul.. .. .. " 374
Gardner, Robert & Son.. .. .. " 391
Garth Co.. .. .. " 168
Gay, E. H. & Co.. .. .. " 261
Genin, Trudeau & Co.. .. .. " 126
Girard & Godin.. .. .. " 396
Gillespies & Co.. .. .. " 164
Glassford Bros. & Pollock.. .. .. " 395
Going, J. S. & Co.. .. .. " 376
Gould Cold Storage Co.. .. .. " 357
Grand Trunk Pacific Ry.. .. .. " 62
Grand Union Hotel.. .. .. " 174
Grant, Alex. W.. .. .. " 131
Grant & Gaudet.. .. .. " 100
Gratton, C. & Co.. .. .. " 367
Gravel, Ludger.. .. .. " 150
Great Northern Lumber Co, Ltd.. .. .. " 396
Great Northern Ry. of Canada.. .. .. " 66
Graham, Miss M.. .. .. " 151
Gurd, Chas. & Co.. .. .. " 170
Gurney-Massey Co.. .. .. " 383
Guthell, H. R.. .. .. " 384
Gilmour & Hughson, Ltd.. .. ..Ottawa. 256
Grey & Bruce Loan Co... .. ..Owen Sound. 273
Gravel, The A., Lumber Co.. .. ..Quebec. 197
Goodday & Co.. .. .. " 200
Gordon, Geo., & Co.. .. ..Pembroke. 283
Grand Central Hotel.. .. ..St. Catharines. 292
Grand Hotel.. .. ..St. Hyacinthe. 217
Genest, C. O., & Son.. .. ..Sherbrooke. 211
Girard & Godin.. .. ..Three Rivers. 224
Gres Falls Co.. .. .. " 294
Gurney Foundry Co.. .. ..Toronto. 244
Gale, Geo., & Sons.. .. ..Waterville, Que. 379

H.

Hall, James, & Co.. .. ..Brockville. 392
Hamilton Bridge Works Co., Ltd.. .. ..Hamilton. 344
Hope, Adam, & Co.. .. .. " 398
Hall Engineering Works.. .. ..Montreal. 391
Halpin, James.. .. .. " 370
Hanley, Thos.. .. .. " 381
Hanson Bros.. .. .. " 106
Harper, James.. .. .. " 371
Harris, J. W.. .. .. " 171
Head, Charles, & Co.. .. .. " 361
Henderson, John, & Co.. .. .. " 145
Henderson & Potts Co., Ltd.. .. .. " 144
Hibbard, A. L.. .. .. " 165
Hibbert, C. Franklin.. .. .. " 109
Hickson, R. N... .. .. " 101
Hickson & Davidson.. .. .. " 361
Higgins, H. Wolferstan.. .. .. " 108
Hirsch, F. C.. .. .. " 110
Hodgson Bros., Ltd.. .. .. " 169
Hodgson, W. A.. .. .. " 384
Hogg, W. L.. .. .. " 376
Holland, G. A., & Son Co.. .. .. " 145
Hopkins, F. H., & Co.. .. .. " 404
Hudon, Hebert & Co.. .. .. " 375
Hudon & Orsali.. .. .. " 162
Humphrey & Co.. .. .. " 338
Hutchinson, F. L.. .. .. " 361
Hutchinson & Wood.. .. .. " 355
Hutton, James, & Co.. .. .. " 155

Hotel York.. .. ..New York 401
Houde, The E., Co., Ltd.. .. ..Quebec. 203
Harris, W., & Co... .. ..Toronto. 360
Home Life.. .. .. " 315
Hawkesbury Lumber Co... .. ..Hawkesbury. 365

I.

Ideal Bedding Co., Ltd.. .. ..Montreal. 126
Intercolonial Ry. of Canada.. .. ..Moncton. 327
International Portland Cement Co.. .. ..Ottawa. 289
Irwin, H. .. ..Pembroke. 284
Institute Hydro-Electrotherapique.. .. .. ..Three Rivers. 223
Imperial Bank of Canada.. .. ..Toronto. 344
Independent Order of Foresters.. .. .. " 312

J.

Jarvis, Aemilius, & Co... .. ..Toronto. 353
Jaeger's, Dr., Sanitary Woollen System.. .. ..Montreal. 285
Jamieson, J. A. .. .. " 405
Jamieson, R. C., & Co., Ltd.. .. .. " 140
Jeffrey, Alex., & Co.. .. .. " 390
Jennings, A., & Co.. .. .. " 367
Joncas, A.. .. ..Sherbrooke. 212

K.

Karch, J. A... .. ..Montreal. 397
Kay, John, Son & Co., Ltd.. .. .. " 168
Kelson, the W. H., Co.. .. .. " 397
Kendal, R. J. & N.. .. .. " 370
Kingsbury Footwear Co.. .. .. " 130
King, Warden, & Son.. .. .. " 159
Konig & Stuffman.. .. .. " 395
Klipstein, A., & Co... .. ..New York. 389
Kutthoff, Pickhault & Co... .. .. " 396
Keenan Bros.. .. ..Owen Sound. 272
Kennedy, Harold.. .. ..Quebec. 200
King Bros.. .. .. " [illegible]
Kuntz, L., Park Brewery.. .. ..Waterloo. 177

L.

Lippert & Co.. .. ..Berlin. 280
Long, T., & Bro... .. ..Collingwood. 276
Laurentide Pulp & Paper Co., Ltd.. .. ..Grand Mere. 225
London Machinery Co.... .. ..Guelph. 388
"La Canada".. .. ..Montreal. 114
Laidlaw & Co.. .. .. " 107
La Ferriere Lumber Co., Ltd.. .. .. " 397
Laflamme & Johnston.. .. .. " 108
Lamplough, F. W., & Co.. .. .. " 137
Lair, Paul.. .. .. " 139
Lake of the Woods Milling Co., Ltd.. .. .. " 311
Lamontagne, H., & Co.. .. .. " 374
"La Patrie".. .. .. " 114
Laporte, Martin Co., Ltd.. .. .. " 116
Laprairie Brick Co., Ltd.. .. .. " 156
"La Presse".. .. .. " 114
Lariviere, The A. C., Co... .. .. " 370
Laurentian Spring Co.. .. .. " 381
Larkin, P. C., & Co... .. .. " 133
Lister, R. A., & Co.. .. .. " 376
Lawrence & Co.. .. .. " 170
Lemay, E. H.. .. .. " 147
Leslie, A. C., & Co.. .. .. " 175
Levy, Hiram... .. .. " 378
Lewis Bros. & Co.. .. .. " 134
Linde British Refrigeration Co., Ltd.. .. .. " 126
Lindman, B.. .. .. " 187

Loan & Savings Co... .. ..Montreal. 394
Lockerby & McComb.. .. .. " 140
Locomotive & Machine Co. of Montreal, Ltd.. .. .. " 66
London & Lancashire Life Assurance Co.. .. .. .. " 393
Loomis, D. G., & Sons... .. .. " 393
Lucas & Sims.. .. .. " 133
Lumkin's Hotel.. .. .. " 371
Lyall, P., & Sons.. .. .. " 390
Lyman, Sons, & Co.. .. .. " 146
Long, E., Mfg. Co.. .. ..Orillia. 276
Laliberte, J. B.. .. ..Quebec. 207
Langlois, J. E., & Co.. .. .. " 206
Levis Railway Co.. .. .. " 207
Lomas, Adam, & Son.. .. ..Sherbrooke. 392
Leprohon, Geo., & Son.. .. ..Three Rivers. 223

M.

Merchants Bank of Canada.. .. ..Meaford. 313
Molsons Bank.. .. .. " 345
Major Manufacturing Co.. .. ..Montreal. 161
Major, E. J., Ltd.. .. ..Ottawa. 263
Mallette, A. E., & Co.. .. ..Montreal. 381
Martin Bros. & Co.. .. .. " 380
Marion & Marion.. .. .. " 372
Martin, The D. B., & Co.. .. .. " 120
Martin, The R. D., & Co.. .. .. " 160
Martineau, L., & Co.. .. .. " 371
Martineau & Prenoveau.. .. .. " 172
Masson Estate.. .. .. " 112
Mathewson's Sons.. .. .. " 375
Meakins Sons Co.. .. .. " 135
Meeker, J. R.. .. .. " 381
Meighen, Robert, Esq.. .. .. " 74
Meldrum Bros.. .. .. " 366
Merchants Awning Co.. .. .. " 126
Merchants Bank of Canada.. .. .. " 313
Merchants Cotton Co.. .. .. " 334
Meredith, C., & Co... .. .. " 101
Meredith, MacLaren & Co.. .. .. " 107
Metcalfe, The H. D., Co.. .. .. " 163
Michaud Bros. & Co.. .. .. " 160
Miller Bros., & Toms.. .. .. " 157
Mills & Sparrow.. .. .. " 376
Moat, R., & Co.. .. .. " 104
Molsons Bank.. .. .. " 345
Molson, John H. R., & Bros.. .. .. " 389
Montreal Brewing Co., Ltd.. .. .. " 389
Montreal-Canada Fire Insurance Co.. .. .. " 110
Montreal Carpet Beating Co.. .. .. " 366
Montreal Cotton Co.. .. .. " 167
Montreal Engine Works.. .. .. " 159
Montreal Fire Brick & Terra Cotta Mfrs.. .. .. .. " 362
Montreal Grain Elevating Co.. .. .. " 131
Montreal Lumber Co., Ltd.. .. .. " 148
Montreal News Co.. .. .. " 115
Montreal Plate Glass & Mirror Co.. .. .. " 387
Montreal Plating Co.. .. .. " 367
Montreal Star Publishing Co., Ltd.. .. .. " 307
Montreal Steel Works, Ltd.. .. .. " 387
Montreal Stock Yards Co.. .. .. " 118
Montreal Trust & Deposit Co.. .. .. " 338
Montreal Viava Co.. .. .. " 136
Montreal Warehousing Co.. .. .. " 366
Moore, The T. F., Co.. .. .. " 156
Morgan, Henry, & Co.. .. .. " 145
Morrice, D., Sons & Co.. .. .. " 166
Morrison, T. A., & Co.. .. .. " 362
Morton, Phillips & Co.. .. .. " 168
Mount Royal Foundry Co.. .. .. " 391

Mount Royal Sanitorium.. .. ..Montreal. 115
Munderloh & Co.. .. .. " 302
Murphy, John, Co., Ltd.. .. .. " 145
Murray, J. Russell.. .. .. " 375
Mussen, W. H. C., & Co.. .. .. " 130
Metz, H. A., & Co.. .. ..New York. 360
Miller, C. J.. .. ..Orillia. 275
Maitland, Rixon & Co.. .. ..Owen Sound. 273
Merchants Bank of Canada.. .. .. " 313
Molsons Bank.. .. .. " 345
Mackie, Thos., Esq.. .. ..Pembroke. 283
Meldrum, W. H... .. ..Peterboro. 288
Marquis, F. Carnac.. .. ..Quebec. 204
Marquis, Louis C.. .. .. " 201
Marsh, The Wm. A., Co., Ltd.. .. .. " 192
Mechanics Supply Co.. .. .. " 204
Morrisette, J. B.. .. .. " 193
Morin, L. P., & Son.. .. ..St. Hyacinthe. 218
Moore Carpet Co., Ltd.. .. ..Sherbrooke. 212
Morrison, James, Brass Mfg. Co., Ltd.. .. .. ..Toronto. 325
Murray, W. A., & Co., Ltd.. .. .. " 360

Mc.

McArthur, Alex., & Co., Ltd.. .. ..Montreal. 156
McCaskill, Dougall Co.. .. .. " 128
McClary Manufacturing Co., Ltd.. .. .. " 391
McCready, The James, Co., Ltd.. .. .. " 166
McCuaig Bros. & Co.. .. .. " 361
McDonnell, O.. .. .. " 164
McDougall & Cowans.. .. .. " 361
McKay, Alex.. .. .. " 155
McLagan, P. W.. .. .. " 161
McLaren, The J. C., Belting Co.. .. .. " 135
McLaren, W. D., & Co.. .. .. " 371
McLeod, Hawthorne & Co.. .. .. " 309
McLeod, John.. .. .. " 136
Macmaster & Hickson.. .. .. " 358
McPherson, D. A., & Co.. .. .. " 146
McQuay Tanning Co., Ltd.. .. ..Owen Sound. 388
McDonald, A.... .. ..Peterboro. 288
McArthur Export Co.. .. ..Quebec. 201
McDonald, A. R., & Co.. .. .. " 193
McCrea, F. N.. .. ..Sherbrooke. 211

N.

Northern Navigation Co. of Ontario, Ltd.. ..Collingwood. 308
Norton Manufacturing Co.. .. ..Hamilton. 347
National Trust Co.. .. ..Montreal. 353
New Pasteurized Filter Co.. .. .. " 380
Nichols Chemical Co.. .. .. " 367
Nishimura, Shaw T.. .. .. " 375
Nivin, Wm., & Son.. .. .. " 163
Normandin, Prance & Co.. .. .. " 366
Northern Assurance Co.. .. .. " 336
Northern Electric & Manufacturing Co., Ltd.. .. " 373
National Manufacturing Co., Ltd.. .. ..Pembroke. 282
Niagara, St. Catharines & Toronto Ry....St. Catharines. 240
Niagara Navigation Co.. .. ..Toronto 346

O.

Ontario Sugar Co., Ltd.. .. ..Berlin. 280
Ogilvie, D. W., & Co.. .. .. " 112
Ogilvie Flour Mills Co., Ltd.. .. .. " 121
Ogilvy, Jas. A., & Sons.. .. .. " 385
O'Leary Wm. J., & Co.. .. .. " 302
O'Shea, J. P., & Co.. .. .. " 172
Oswald Bros.. .. .. " 100
Ozo, The, Co... .. .. " 366
Orme, J. L., & Son.. .. ..Ottawa. 264
Ottawa Business College.. .. ..Ottawa. 263
Ottawa Carbide Co., Ltd.. .. .. " 285
Ottawa Citizen Co., Ltd.. .. .. " 258
Ottawa Electric Co.. .. .. " 255
Ottawa Fireproof Supply Co.. .. .. " 263
Ottawa Forwarding Co., Ltd.. .. .. " 260
Ottawa Furnace & Foundry Co., Ltd.. .. .. " 263
Ottawa & Hull Power & Mfg. Co.. .. .. " 264
Ottawa Milling Co., Ltd.. .. .. " 263
Ottawa & New York Ry.. .. .. " 304
Ottawa Transportation Co.. .. .. " 260
Owen Sound Iron Works Co., Ltd.. .. ..Owen Sound. 273
Owen Sound Fruit Packing Co... .. ..Owen Sound. 273
Owen Sound Wire Fence Co., Ltd.. .. .. .. " 272
Ontario Bank.. .. ..Peterboro. 286
Oyamel Lumber Co.. .. ..Quebec. 196
Ontario Silver Co.. .. ..Niagara Falls. 308
O'Hara, H., & Co.. .. .. " 363
Ontario Bank.. .. .. " 292
Osborne & Francis.. .. .. " 358
Osler & Hammond.. .. .. " 368

P.

Packard, L. H., & Co.. .. ..Montreal. 374
Pagnuelo, Mastai.. .. .. " 113
Paul, Walter.. .. .. " 170
Pause, J. B., & Co.. .. .. " 404
Payette, George.. .. .. " 371
Peltier, J. L., & Co.. .. .. " 309
Pelosse, P.. .. ..Longueuil. 384
Perrin Freres & Co.. .. .. " 385
Pilkington Bros., Ltd.. .. .. " 387
Piper, Hiram L., Co., Ltd.. .. .. " 143
Pitblado, J., & Co.. .. .. " 358
Price, James.. .. .. " 374
Power, John M.. .. .. " 138
Pret. Foncier.. .. .. " 356
Provincial-Mutual Fire Insurance Co.. .. .. " 356
Putnam, H. L.. .. .. " 405
Paquet, Z.. .. ..Quebec. 194
Pfeiffer, A. B., & Co .. .. " 205
Poitras & Paradis.. .. .. " 204
Parry Sound Yachting Fleet.. .. ..Parry Sound. 284
Parry Sound Lumber Co. .. ..Parry Sound. 285
Pembroke Lumber Co.. .. ..Pembroke. 282
Pembroke Milling Co.. .. .. " 283
Pembroke Navigation Co.. .. .. " 281
Pink, Thomas.. .. .. " 283
Paquet & Gadbout.. .. ..St. Hyacinthe. 218
Poulin, G. C., & Co.. .. ..St. Jonns, Que. 229
Paton Manufacturing Co... .. ..Sherbrooke. 210
Perrin Plow Co., Ltd.. .. ..Smith's Falls. 379
Parke, Roderick J.. .. ..Toronto. 363

Q.

Quintal & Lynch.. .. ..Montreal. 160
Quebec Bank.. .. ..Pembroke. 281
Quebec Central Railway.. .. ..Sherbrooke. 328
Quebec Improvement Co.. .. ..Quebec. 191
Quebec Paper Bag Co.. .. .. " 205
Quebec Railway Light & Power Co.. .. .. " 206

R.

Raymond Mfg. Co. of Guelph, Ltd.. .. ..Guelph. 292
Richardson, James, & Sons.. .. ..Kingston, Ont. 296
Rafferty, W. J.. .. ..Montreal. 131
Ramsay, A. Frank, & Co.. .. .. " 387
Ramsay & Son.. .. .. " 167
Randolph, Edmund & Charles.. .. .. " 106

Renaud, King & Patterson.. .. ..Montreal. 143
Reid Newfoundland Co.. .. .. " 329
Reinhardt & Co.. .. .. " 380
Revillon Freres.. .. .. " 129
Riendeau Hotel.. .. .. " 165
Richelieu & Ontario Navigation Co.. .. .. " 70
Robert, Antoine.. .. .. " 107
Robillard, C., & Co.. .. .. " 381
Rolland, J. B.. .. .. " 157
Royal Bank of Canada.. .. .. " 321
Royal & Queen Insurance Co.. .. .. " 350
Royal Shoe Co.. .. .. " 139
Royal Trust Co.. .. .. " 353
Rubenstein Bros.. .. .. " 370
Rutherford, Wm., & Sons Co., Ltd.. .. .. " 146
Ryall Machine Screw Works.. .. .. " 302
Rykert, E. G., & Co.. .. .. " 101
Reid, John R., Esq.. .. ..Ottawa. 252
Redfern, J. W., Esq.. .. ..Owen Sound. 273
Rose Point Hotel.. .. ..Parry Sound. 285
Rawlins, Geo. R.. .. ..Pembroke. 305
Renaud, J. B., & Co.. .. ..Quebec. 205
Richardson, O. L., & Sons.. .. .. " 196
Ritchie, The John, Co.. .. .. " 198
Rochette, C.. .. .. " 205
Routier, Luc.. .. .. " 198
Ridley College.. .. ..St. Catharines. 138
Riordan Paper Mills, Ltd.. .. .. " 230
Rogers, Elias.. .. ..Toronto. 350
Ritchie & Ramsay, Ltd.. .. .. " 402

S.

Steel Storage & Elevator Construction Co...Buffalo, N.Y. 94
Smart, James, Mfg. Co., Ltd.. .. ..Brockville. 294
Stewart, H. A. .. .. " 303
Stratheona Hotel.. .. .. " 293
Shurly & Dietrich.. .. ..Galt. 388
Sawyer, Massey Co., Ltd.. .. ..Hamilton. 336
Sun Oil Refining Co. of Hamilton, Ltd.. .. .. .. " 382
Sadler & Haworth.. .. ..Montreal. 129
St. Lawrence Ad. Co.. .. .. " 125
St. Lawrence Sugar Refining Co., The.. .. .. .. " 124
Schnaufer, F.. .. .. " 384
Scott, H. C., & Co.. .. .. " 100
Scott, James, & Co.. .. .. " 163
Senes, Louis J. B.. .. .. " 399
Shaw, Cassils & Co.. .. .. " 382
Shawinigan Water & Power Co.. .. .. " 330
Shearer, Brown & Wills.. .. .. " 366
Shedden Forwarding Co., Ltd.. .. .. " 125
Short & Co.. .. .. " 341
Sicily Asphaltum Paving Co.. .. .. " 151
Simplex Railway Appliance Co., Ltd. .. .. " 386
Simpson, H. M.. .. .. " 112
Sincennes-McNaughton Line, Ltd.. .. .. " 126
Steben, B. F.. .. .. " 107
Small, E. A., & Co.. .. .. " 378
Smith, R. Wilson.. .. .. " 106
Smith, H. E.. .. .. " 109
Sonne, Thomas, Sr.. .. .. " 156
Sovereign Bank of Canada.. .. .. " 343
Standard Life Assurance Co.. .. .. " 356
Standard Flour & Grain Co.. .. .. " 376
Standard Umbrella Mfg. Co.. .. .. " 384
Surveyer, L. J. A.. .. .. " 383
Swift, Copland & Co.. .. .. " 134
Singer Manufacturing Co.. .. ..New York. 176
St. Anthony Lumber Co., Ltd.. .. ..Ottawa. 365
Sun Portland Cement Co... .. ..Owen Sound. 272
St. Louis Hotel.. .. ..Quebec. 193
Sharples, W. & J.. .. .. " 196
Singer Mfg Co.. .. ..St. Johns, Que. 393
St. Johns Straw Works Co., Ltd.. .. ..St. Johns, Que. 228
Simard, Jacob.. .. .. " 226
Sherbrooke Storage & Forwarding Co.. .. ..Sherbrooke. 214
Sherbrooke Steam Laundry.. .. .. " 214
Silver Spring Brewery, Ltd.. .. .. " 381
Simondeau & Dion.. .. .. " 213
Stanstead & Sherbrooke Mutual Fire Ins. Co.. .. " 211
Sun Life Assurance Co.. .. .. " 210
Simpson, Robert, Co., Ltd.. .. ..Toronto. 241
Standard Bank.. .. .. " 322
Standard Fuel Co. of Toronto, Ltd.. .. .. " 248
Standard Silver Co., Ltd.. .. .. " 245

T.

Tobin, E. W.. .. ..Bromptonville. 213
Toronto Paper Manufacturing Co.. .. ..Cornwall. 295
Traders Bank of Canada.. .. ..Guelph. 291
Taylor, J. Percy.. .. ..Montreal. 100
Tees & Co.. .. .. " 144
Terrebonne Quarry Co.. .. .. " 150
Tetrault Shoe Co.. .. .. " 374
Thackeray, Chas. Co.. .. .. " 364
Thompson, Frank & Co.. .. .. " 112
Tippett, Arthur & Co.. .. .. " 375
Todd, Frederick G.. .. .. " 318
Toilet Laundry Co., Ltd.. .. .. " 136
Tourville Lumber Mills Co.. .. .. " 137
Townsend, S. B., & Co.. .. .. " 381
Tremblay, F., & Co.. .. .. " 302
Trudeau, Theop. .. .. " 370
Trust & Loan Co. of Canada.. .. .. " 103
Turpin, W. J., & Co.. .. .. " 100
Traders' Bank of Canada.. .. ..Orillia. 275
Taylor & Pringle Co., Ltd.. .. ..Owen Sound. 272
Traders Bank of Canada.. .. .. " 272
Telford & Co.. .. .. " 273
Toronto Savings & Loan Co.. .. ..Peterboro. 288
Turner, J. J., & Sons.. .. .. " 288
Tanguay, Geo.. .. ..Quebec. 205
Timmons, M., & Son.. .. .. " 368
Taylor & Bate.. .. ..St. Catharines. 365
Tebbutt Bros.. .. ..Three Rivers 223
Three Rivers Planing Mills.. .. .. " 224
Temple, R. H., & Son.. .. ..Toronto. 354
Toronto General Trusts Corporation.. .. .. " 354
Toronto Life Insurance Co.. .. .. " 352
Toronto Bolt & Forging Co., Ltd.. .. .. " 394
Traders' Bank of Canada.. .. .. " 345
Trusts & Guarantee Co, Ltd.. .. .. " 354

U.

Union Assurance Society.. .. ..Montreal. 356
Union Brewery, Ltd.. .. .. " 389
Union Mutual Life Insurance Co.. .. .. " 358
Union Bag & Paper Co.. .. ..New York. 404
Upper Ottawa Improvement Co., Ltd.. .. ..Ottawa. 282
Union Trust Co.. .. ..Toronto. 349
Union Bank of Canada.. .. ..Wiarton. 275

V.

Verret, Stewart & Co.. .. ..Quebec. 157
Victor Mfg Co.. .. ..Quebec 386
Vendome Hotel.. .. ..Shawinigan Falls. 224
Vick, Geo., & Sons.. .. ..Orillia. 275
Viau & Frere.. .. ..Montreal 371
Vogel & Co., A.. .. .. " 384
Vogel & Co, H. G... .. .. " 387

W.

Williams, Greene & Rome Co., Ltd	Berlin	220
Waterous Engine Works Co.	Brantford	310
Weatherhead, G. H.	Brockville	303
Wolthausen Hat Corporation	"	395
Watson, Foster Co., Ltd.	Montreal	147
Waterman, L. E., Co.	"	402
Watson, John, & Son	"	348
White, Robert, & Co.	"	381
White, R. C.	"	391
Wilcock, John	"	397
Willer & Riley, Ltd.	"	378
Wilson, G. W., & Son	"	405
Wilson, Paterson Co.	"	174
Wire & Cable Co.	"	312
Withycomb, R. W., & Co.	"	175
Whittall, A. R.	Montreal	382
Wray, Jos. C., & Bro.	"	370
Wood, W. A.	"	387
Waggoner & Ritchie	New York	201
Woodruff Dairy & Stock Farm	Ottawa	204
Woods, Ltd.	"	205
Wurtele, Ernest J.	Quebec	202
Welland Hotel	St. Catharines	203
Wallace, W.	Three Rivers	203
Williams, H. H.	Toronto	246
Webb, A. E., & Co.	"	246
Waterloo Manufacturing Co., Ltd.	Waterloo	277

Y.

Young, I. A.	Montreal	380
York County Loan & Savings Co.	Toronto	400